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AUGUST/SEPTEMBER
2002

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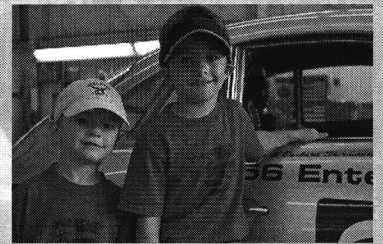
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ON THE COVER:



Two future 356 pilots get acquainted with Dave Burton's Skirmants prepared race car at Stoddard's Porsche-Audi Fest.

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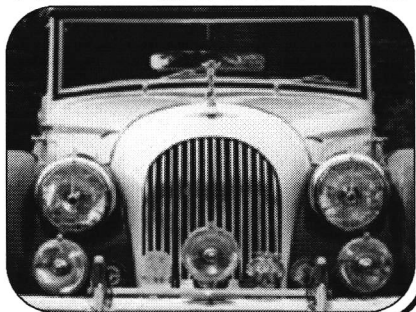
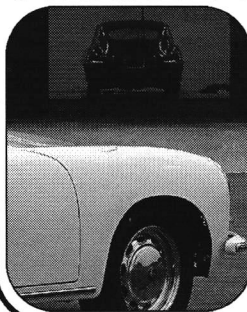
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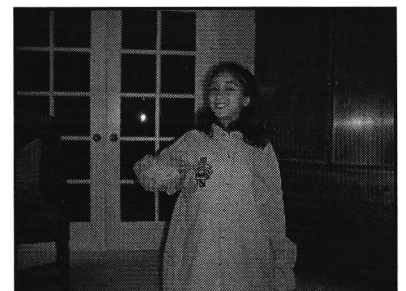
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PRESIDENT'S LETTER



Car Show Time...

Maybe that is the name we should give to the upcoming picnic. I was talking to someone not long ago about the quality of the cars in the Motor Cities Gruppe. Now, having not been as traveled as some in the club, I do not profess to be an expert. But, I would surmise that maybe excluding one or two of the California clubs, probably the finest collection of 356's around is right here in the southeastern Michigan area. My basis for this pronouncement is somewhat limited – five or six Holidays and the Watkins Glen Concours.

Let me lay out the following scenario:

Suppose we went through the Gruppe's collection of cars and asked maybe Ted Dunham and Neil Goldberg to come up with ten of the best 356's around here. Note that I did say *ten of the best*, and not the *ten best* -- I certainly don't want to get these two guys in trouble here.

Suppose that we knew the Mayor of Watkins Glen really well.

Further suppose we were able to convince him to move the Zippo lighter car to the park at the top of the hill, and let the Motor Cities Gruppe set up those ten 356's on the City Hall lawn across from the Glen Vintage Car Concours site.

Think about it a little and then answer the following question:

Ignoring marque differences, and judging on the basis of overall quality of restoration, detail and correctness; how many of the cars that would be parked across the street City Hall could make the 75 foot trek and join our ten? (Poor 'Heidi' might just as well stay on her trailer.)

Now, let's take this fantasy concept to another level, and here are the only four rules:

1. Come to the picnic.
2. Bring your own 356.
3. Pretend that you are Ted or Neil, and pick your *ten of the best*
4. Call each of the ten owners, and 1) invite them to the Picnic and 2) bring their car.

Now, let's work on the assumption that everyone does this. Let us further assume (pretty safe bet) that each person's *ten of the best* is slightly different than another's, resulting in the *ten of the best* actually being thirty or forty cars.

And just think how many people are going to be calling Brad & Gabby Richards at 734-913-4526 to confirm attendance.

And lastly, when we're at the picnic with all of these fellow members, make sure that every person feels welcomed and glad that they came.

See you on the 11th,

Dave Peterson

Motor Cities Gruppe Fall Color Tour

Hosted By Maureen and Michael Heilmann

October 5th & 6th, 2002

Check those rusty heater cans and don your string back gloves for the annual Motor Cities Gruppe Fall Tour on October 5 –6, 2002. This year we will motor to the forgotten Western Shore of Lake Michigan on Michigan's answer to California's Highway 1. This is a fabulous stretch of road to exercise our beloved cars before putting them away for the winter. It is miles away from the bumper-to-bumper traffic of downtown Traverse City and the RVs that dominate the north.

You will be introduced to the picturesque two-lane drive along M-110 north of Manistee. You will wind through wooded dunes and peek a boo views of Lake Michigan. Trees form a tunnel of fall color along the totally paved route. We will motor over wooded dunes in Arcadia and on to Onekama, which the Indians named a "Place of Great Beauty". There are many scenic overlooks and changes of elevation to photograph or simply enjoy. We will have lunch at a restaurant for a bit of "Deutsches Essen". Then its northward on M-22 for more panoramic vistas of our pleasant peninsula. We will drive on to Frankfort for accommodations along the waves of the Great Lake.

The Harbor Lights Motel has offered to host us for one night with a wide variety of rooms. Select a condominium, deluxe motel room or suite from the many available. Rooms start at \$65 and a 2-bedroom unit with Whirlpool is \$170. Please mention the Motor Cities Gruppe in your reservation. This wonderful facility is wedged between Lake Michigan and the Frankfort Harbor and features a new large indoor pool and huge Spa for relaxing after a day at the wheel. Alternative accommodations will be at the Frankfort Hotel, a Victorian bed and breakfast with intimate seclusion. It features mirrored canopy waterbeds and is close to the lake and area attractions. There will be time to shop at the many galleries of Frankfort and some may choose to join us at the "Smokestack Shop" on the edge of town. This joint makes the "Barn" we visited in Canada a few years ago look like the Bergdorf Goodman's' on Fifth Ave. On the day I was there they had on sale the actual SS Minnow, 200 ft of chain link fence and enough oriental trinkets to restore our balance of trade deficit with Japan. The "Guy Stuff" room even had a busted up model of a 917! Perhaps you need a chrome-plated fountain from Happy Days; it's all there at this shop. Antique shops abound in this area. Most venues are open weekends through November so bring your plastic and bolt on the trunk lid rack. A 7:30 Dinner will be a time to catch up with our comrades on their finds of the day. That whitefish platter is making me hungry right now.

On Sunday, join us for a (not too early) beautiful drive to the Pt. Betsie Lighthouse, managed for over 150 years by the US Lighthouse service, now the Coast Guard. On the forty mile drive to Sunday Brunch, we will stop at the Amoco station in Empire with a display of old gas. This portion of M-22 visits the shoreline of the Sleeping Bear Dunes, The Coast Guard Maritime museum and more of our fabulous State. Sunday afternoon will be a time to return home, linger up north or motor along M-677 on the Benzonia Trail. This is a great road for cruising on to the Cherry Hut in Beulah which serves up damn fine Cherry Pie. The area also sponsors the **Crystal Lake Color Tour Art Show on October 5-6 at the Crystal Lake Art Center, Frankfort. 12-5 PM. Ph: 231-352-4151**

So make your reservations today with a credit card. We will host the start of the tour Saturday morning at our home in Milford at I-96 and Milford Road. With pots of hot coffee and a brace of baked goods we will be good to go by 9:00 AM. We will make the Crescent Beach Rd turn by 1 PM. This is the first fall tour where you can drive to the bottom the hill, put your car in neutral, release foot from the brake and roll up the hill at the "Mystery Spot" on Putney Road. "Mo, will you remind me to call Vic for an appointment for my car, there is something wrong here...". A complete driving map will be mailed to those join us. Please call so we can reserve an adequate room for our dining reservations. Don't forget to gas up in the morning and place the reserve tank lever on "Auf" nicht "Zu".

For hotel reservations contact: Harborlights Motel 15 Second Street Frankfort, MI 49635. www.harborlightsmotel.com 800-346-9614 or 231-352-9614. Or Hotel Frankfort 231-352-4303

Please call us to RSVP for meal reservations: 248-685-0817 home or 248-356-8888 office or heilmann@mimalpracticelawyer.com Tourist info for the area: www.benzie.org

We look forward to seeing you!

MOTOR CITIES GRUPPE CALENDAR

AUGUST

11th— Motor Cities Gruppe Family Picnic Hosted by Brad and Gabby Richards, at the Dunham's house (long story) in Milford. See info on page 25.

22-25th—356 Registry "North Coast Holiday"
Duluth, MN.
See pg. 24 for details

SEPTEMBER

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

OCTOBER

5-6th Annual MCG Fall Tour
Hosted by Michael and Maureen Heilmann. See announcement on page 4.

NOVEMBER

19th-Membership Dinner
At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

DECEMBER

TBD Annual Motor cities Gruppe Holiday Party.

JANUARY

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

FEBRUARY

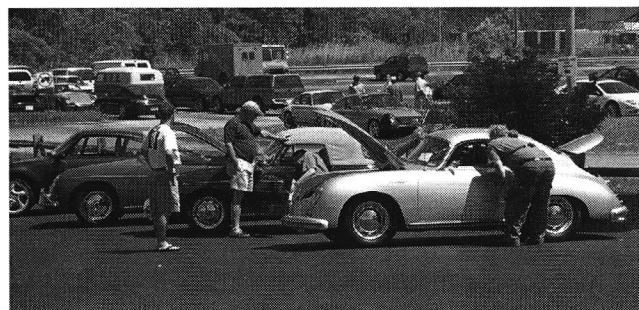
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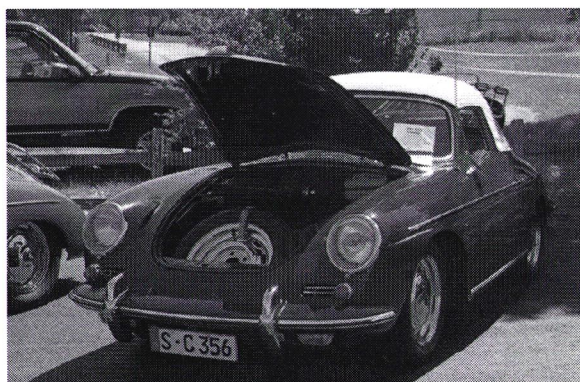




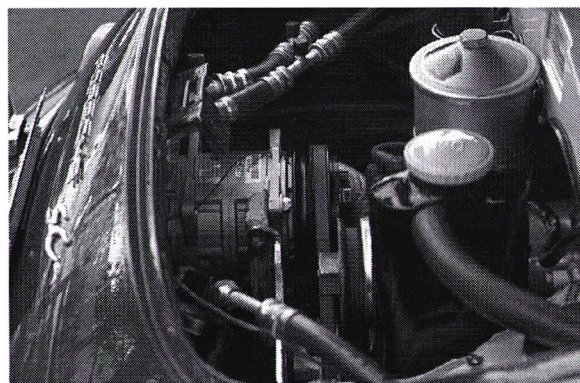
1st Annual Stoddard's Porsche-Audi Fest

Photos by Gottfried Hogh

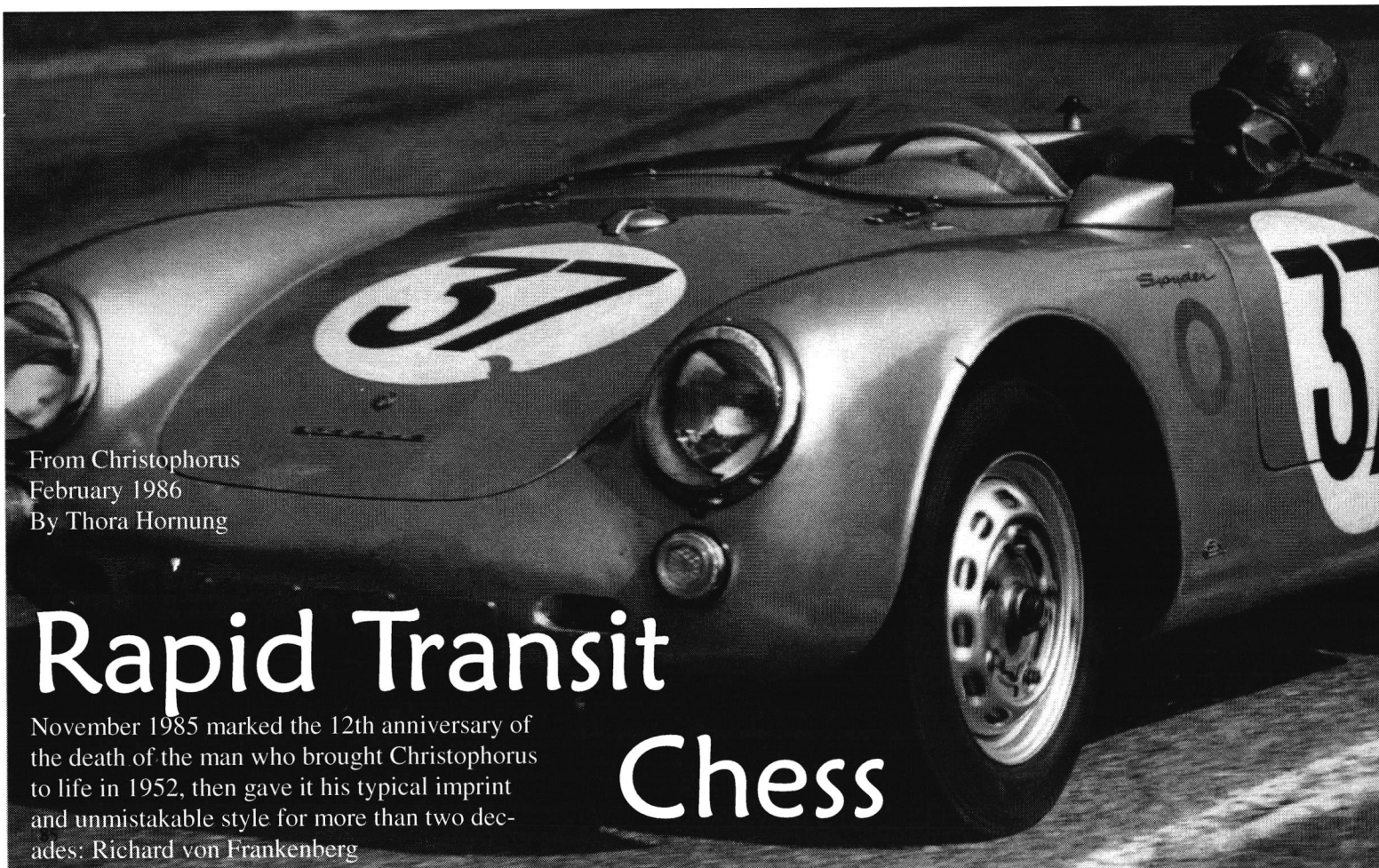
Stoddard Imported Cars' 1st annual Porsche-Audi Fest is officially in the books and according to Dave Zonneville, Stoddard's catalogue parts manager and event promoter, everything went well. "It was as good, or better than we expected for a first year event" said Dave, obviously relieved. You see, Dave had taken a great deal of heat for changing the format of their annual event. It went from purely a swap meet to more of a social gathering including a "no pressure" car show, tech sessions, kids events and a very small swap area inside the warehouse. Truth be told, the swap vendors were happy with their sales and I personally found more on my list to buy than when it was a full fledged swap meet.



Nonetheless, we saw basically the same people that we saw there every year, just going about it a bit differently. Chuck and Cynthia Stoddard drove their pristine 912 over from Novelty, Ohio but Gary Kempton flew in from Florida, Mark Schlachter drove the Dean's Dream Boxter in from Cincinnati, and although I cannot put names to all of the faces, I saw many people there from out of state. Unfortunately, Michigan was not well represented in sheer numbers as we only counted five of us including Vic and Barb Skirmants. We will have to do something about this next year as Stoddard has always been a HUGE supporter of the Motor Cities Gruppe, not just the 356 Registry.



Will I be there next year? Absolutely. The lot was filled with fabulous cars including a Carrera Speedster, an SC Cabriolet with factory air conditioning and a 959 in the showroom. There were also many old Porsche friends on hand that may have been missed at a Holiday or at Hershey, and as I said before, the swap meet area was not all that bad... 



From Christophorus
February 1986
By Thora Hornung

Rapid Transit Chess

November 1985 marked the 12th anniversary of the death of the man who brought Christophorus to life in 1952, then gave it his typical imprint and unmistakable style for more than two decades: Richard von Frankenberg

It all began in the era when Porsche, a globe-girdling firm today, occupied a single wooden barracks, when they collected sporting successes en masse with 40 or 60 HP, when pioneer spirit was the chief qualification for a job in the House of Porsche.

Who was this Richard von Frankenberg whom friends both jokingly and lovingly dubbed Ricardo, but sometimes also "Schreckenstein" (a pun on his name and mad driving style)? A man who could drive an automobile brilliantly, and explain how, logically, at driver schools, who wrote a shelf of first-class books about cars and motor racing, who also appeared regularly in renowned

major, daily papers and specialist magazines? The man whose exciting rhetoric and outstanding expertise from the speaker's cabin made long-distance races pass in a flash for the spectators? Who was this Richard von Frankenberg who not only commanded everything which touched the subject of automobiles so easily but also - unknown to many who only knew him from his car side - wrote expert and intuitive theater and art reviews? And even more, who as a freelance contributor to well known publications such as *Christ und Welt*, investigated contemporary history and devoted a background portion of his many layered life to writing critical books on contemporary subjects under various

pseudonyms?

Who was this man who could discuss anything which moved the world in such a wonderful manner, who wrote the first biography of Hitler, *Adolf Hitler*, together with Walter Görnitz, under the name Herbert A. Quint in 1952? Or under the name Borelius, published the book *Fatum und Freiheit* (Fate and Freedom)? Would we find the core of Richard von Frankenberg in *Wendepunkte des Krieges* (Turning Points of the War) where he related the fateful course of the last war, which he himself had experienced as a very young man with a few semesters of engineering behind him, so that it marked his later life so strongly? Had war-

time experiences left such an imprint on him that he had to devote the following years to writing about injustice and neglect, horrors and mistakes of the Third Reich, to get it out of his system? Did he feel a need to deal with the postwar years, the anti-Semitism and concentration camps before he could take up the life which lay ahead of him without damage to his soul?

Writing was his heritage: born in 1922 to a literary family, Richard von Frankenberg received his A level in Tübingen - following early schooling in Schloss Kirchberg. Automobiles and motorcycles had fascinated him from youth and he owned an off-road bike dur-

(Continued on page 10)



An unsere werten Kunden !

10. Juli 1952

v.Fr./Mr./Chr.

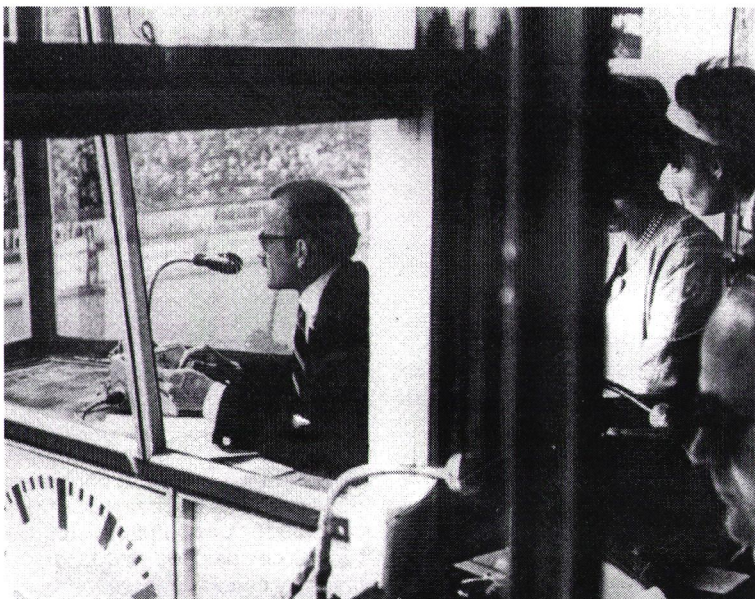
In diesen Tagen erscheint die erste Nummer unserer Hauszeitschrift, die wir "Christophorus" getauft haben. Die Zeitschrift soll viermal jährlich erscheinen, sie bringt Beiträge auf den Gebieten Touristik, Technik, Sport und Wirtschaft und berücksichtigt besonders die Erlebnisse unserer Porsche-Fahrer in aller Welt. Namhafte Fachleute werden Sie dabei ansprechen. Bei 40 Seiten Umfang auf bestem Kunstdruckpapier wird der Preis pro Nummer DM 1.50 betragen.

Die Erstlingsnummer überreicht Ihnen das Haus Porsche kostenlos und hofft, Ihnen damit eine kleine Freude bereitet zu haben. Zum laufenden Bezug abonnieren Sie das Blatt bitte bei Ihrem Händler.

In der Erwartung, mit diesem Schritte eine weitere Kontaktgestaltung zu unseren Freunden gefunden zu haben, begrüßen wir Sie mit

vorzüglicher Hochachtung !
Dr.-Ing.h.c.F.Porsche K. G.

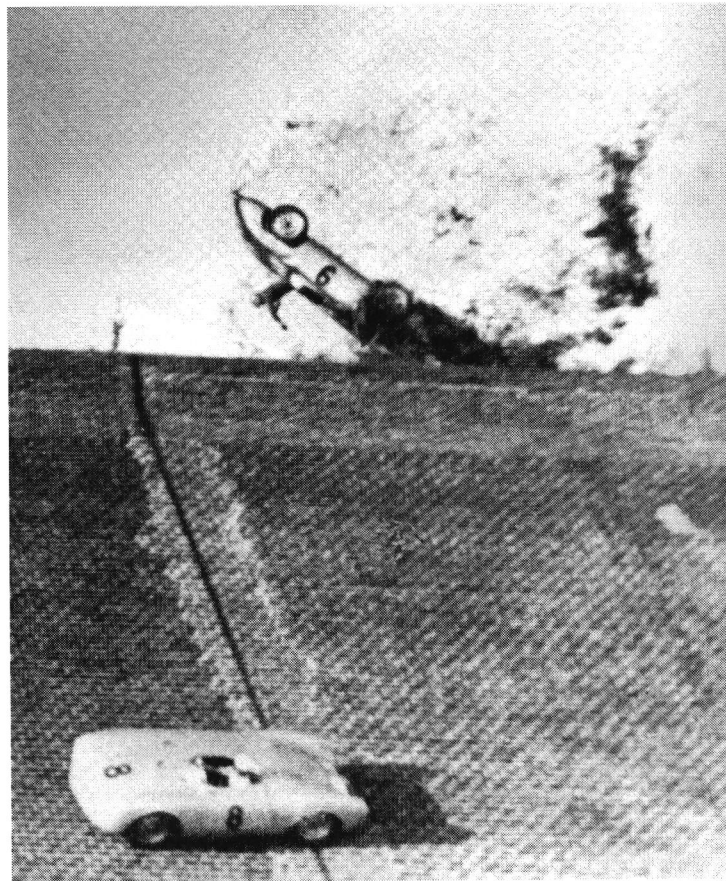
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Richard von Frankenberg, one of the most successful Porsche works drivers in the 50s, captivated the Nürburgring public with his expert commentary as track reporter. He appealed for Christophorus readers with the circular (top right), cosigned by deputy Hans Kern. Below that, "RvF" and Erich Strenger.

ing his school days. Actually, his parents bought it chiefly for therapeutic reasons, since their offspring had always been in delicate health, with a weak constitution, so that they hoped to strengthen his entire body.

With his affinity for anything technical, engineering studies in Munich were almost preordained - but then broken off by the war and never completed, as was true for so many of his generation. Family ties - the Frankenbergs were related to the Oppenheims and Brauchitschs - enabled him to move to the other side even before the war ended: to England where he found his first journalistic opportunities. Thereafter the writing side dominated, even when he returned to Germany a year after the war ended.



When his brand-new Porsche landed in a field after only a few hours, a complete wreck, RvF drove a converted wartime VW. Friends took up a collection for a new Porsche.

Top right: the spectacular Avus accident in 1956 ended harmlessly. Center, from the top: the team of Polensky/von Frankenberg was class winner and 4th overall at Le Mans in 1955.

Below that: Prince Bertil of Sweden - friend of the house for many years.

Center: RvF and Wolfgang Count Bergh von Trips (right) with Porsche race mechanics.

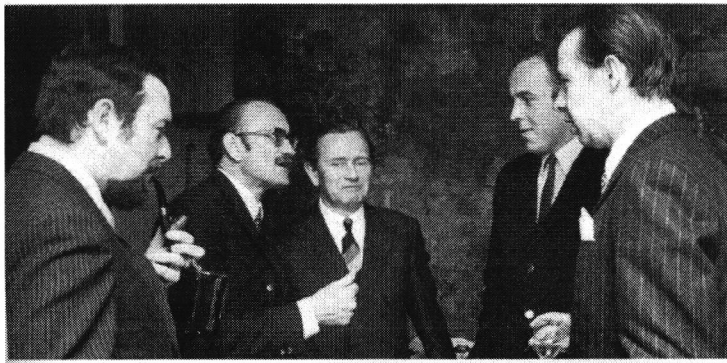
Below that, from the right: Richard von Frankenberg, Carel de Beaufort and Edgar Barth as class winners of the 1958 1000 km race on Nürburgring.

Bottom: Victory celebration with Ferry Porsche (center) and Otto Mathé.

Richard von Frankenberg established his first contacts with Porsche while researching a book, *Porsche - der Weg eines Zeitalters* (Porsche - Path of an Era) the first Porsche book of them all, which appeared under his Herbert A. Quint pseudonym. Other Porsche activities followed. These ranged from Frankenberg's efforts in establishing press and advertising departments, design of the first sales material with his graphics-artist friend Erich Strenger, realization of their joint idea for Porsche's own Magazine for Porsche Friends, whose edition No 1 reached Ferry Porsche's desk in July 1952 with the title Christophorus, and last but not least, racing. Richard von Frankenberg was a member of the Porsche factory team for seven years.

He entered the Mille Miglia three times, that 1600 kilometer road race from Brescia to Rome and back to Brescia, established records at Montlhéry and Monza and drove to notable class victories in the 24 hours of Le Mans and on Nürburgring. In September 1951 Richard von Frankenberg was a member of the Porsche world record crew with Petermax Müller, Walter Glöckler, Huschke von Hanstein and Hermann Ramelow. They set a 72 hour world record with a 1500 Porsche at Montlhéry autodrom.

He recorded his sporting activities and successes in countless books about Porsche, about the Nürburgring and other race tracks, about drivers and driving. All of them led the reader right into an event, applying enormous intuition and his well-



Left: In 1970 the Langenburg automobile museum which Richard von Frankenberg cofounded was opened. Discussion with Kraft Fürst zu Hohenlohe-Langenburg (right), Ferry (center) and "Butzi" Porsche (left). Right photo: Christophorus editors then and now: RvF with Reinhard Seiffert in 1969.



rounded style, turning you into a kind of expert while never shoving himself into the foreground. His close ties to Porsche always came through, the kind found in so many other coworkers of those early days. Let him tell us about two race incidents himself. First we find ourselves at Montlhéry where the Porsche aluminum Coupe has already been setting records successfully for 48 hours:

"A few hours later came less pleasant news. It was night, a little after 2 AM; Petermax Müller was driving, having taken over the car according to program and done his stint of the 'night shift.' The sound of the engine was even, but suddenly a roar was heard and then silence. Petermax arrived at the pits coasting with a dead engine. The pits woke up quickly enough and whilst braking he yelled out of the window, 'Gearbox gone!'

"Right in the middle of the banked curve a gear had jumped out and had caused the engine to speed up and roar. The driver had vainly tried to get back into fourth but no gear could be engaged. When long-distance records are attempted, any number of mechanics are

allowed to work on a car, but they are only allowed to use those spares which are actually carried aboard. The items that may have to be changed must, from the beginning of the record attempt, be carried on the car and sealed by the officials observing the run. This applies to any object.

Porsche's racing mechanics took down the gear selector rods. Was it perhaps a mechanical fault in the remote control or was the trouble in the box itself? Five minutes passed, seven, eight - relentlessly the clocks ticked on. By now all the drivers stood around the car, even those who were off duty. This is a curious thing - as long as the engine growls its contented way one can sleep by the circuit as deeply as at home, but when the engine suddenly stops beyond its scheduled place one wakes up abruptly, just like the people who live on the edge of a volcano, for when the bubbling suddenly stops they know it is about to erupt. The French official watched the mechanics like a hawk to ensure that they should only use those tools that were actually carried on the car; a single smuggled-in screwdriver and all records would be annulled.

By now the car had stopped for ten minutes. Suddenly one of the mechanics managed to get it into third gear, but none other.

"That meant they must drive the rest of the record run, including all stops, in 3rd gear, taking the risk of driving the car constantly at very much increased revs.

"After the refueling stops and driver changes - every two hours - it meant starting up in third gear. For that the car was pushed 20 yards behind the start line. At the start line, which must not be crossed with the car being pushed, one of the drivers stood and yelled 'Let go!' Then all the 'pushers' had to let go at once. Even if only one had touched it beyond the starting line, all the efforts of the past hours would have been nullified.

"Thus they achieved the 72-hour record, and the world records in all classes were increased from 145.5 to 152.3 km/h, equal to a distance of 10,978 kilometers in these 72 hours. This was the third world record in the tables for Germany. The other two were still those held by Bernd Rosemeyer for the standing kilometer and mile dating from

autumn 1937 and since the Auto Union racing car of those days was a Porsche design, it meant that the three present world records could be booked to the account of Porsche designs. "

That was Richard von Frankenberg in his book *Die ungewöhnliche Geschichte des Hauses Porsche* (Motorbuch Verlag Stuttgart) which is unfortunately out of print now. (English by Charles Meisl and Michael Cotton: Porsche, Double World Champions, Haynes Publishing Group). The following passage comes from that same source: "Helmut Polensky was at the wheel of the 1500 cc coups and he had arranged for an Italian co-driver. In the Mille Miglia all codrivers have an extremely important job: during practice they must note particularly dangerous places and all the most important curves and corners. From these notes which are known as the 'bible' the codriver must read off the right warning at the right time during the race. Perhaps in this manner: 200 yards after the signboard 'Motta' right-hand bend, can be taken flat.' But Polensky's Italian was poor and the Italian could not speak German. Both, on the other hand, spoke reasonable French and because of this

the Italian read out the instructions in French. In one spot during the night the Italian mixed up the words 'gauche' and 'droite' in a language which, after all, was unfamiliar, so that Polensky did not place himself correctly for the curve which suddenly turned left instead of the expected right. The car got into a bad slide broadside, touched the curb, and turned over. "Fortunately nothing happened to either of them, but the roof was so pushed in that it was impossible to sit up straight in the car. But to try and compete in the Mille Miglia without being able to sit upright was impossible. This particular curve was at the entry of a small village and all at once the entire population crowded round; in any case Italians tend to line both sides of the road during the Mille Miglia to watch the cars go by. "Polensky's Italian co-driver yelled for a hammer

to beat out the roof and immediately some people ran off to try and get one, when from the large crowd of people a great colossus of a man came over, the local butcher. 'Nonsense,' he growled, 'never mind the hammer, let me get into the car. 'Respectfully, they all gave him room. The giant inserted himself into the car with his back to the crumpled roof. Then he drew a deep breath, tightened his muscles and with a plop the roof resumed very nearly its old shape!"

You can tell from these excerpts how cleverly Richard von Frankenberg managed to mix factual information with amusing anecdotes, one of the reasons for his continued success as journalist and author. Two highlights of his racing career have gone into motor racing history. In 1955 Richard von Frankenberg won the German Sports Car

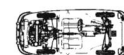
Championship and was awarded the silver laurel leaf for this feat. In the following year, however, he experienced his second birthday, on 16 September 1956: three Porsche Spyders driven by Wolfgang von Trips, Hans Herrmann and "Ricardo" battled for victory on the famous Berlin Avus Ring. Frankenberg's car, lying in front, just ahead of Trips, suddenly shot over the edge of the steeply banked North Curve, turned over and crashed into the paddock below, where it burst into flames. Everybody expected the worst. But "Schreckenstein" was lying, only slightly injured, in an acacia bush, thank the Lord.

As he began to get out of motor racing, veteran cars became his special interest. All over Europe outside Germany, and even in America, there were automobile museums, preserves for valuable examples from the early days of the automobile. Richard von Frankenberg was truly bitter when the subject of worthwhile veteran vehicles in Germany came up during the sixties. He pleaded constantly for giving old vehicles the place in public which they deserved. Oh, there was the Deutsche Museum in Munich with a small cross section of German automobile his-

tory, there was the considerable collection at Daimler Benz, but that was dedicated to the firm's own history. And one or two private collections did exist.

With the founding of the Deutsches Automuseum in Langenburg in the spring of 1970, Richard von Frankenberg proved himself one of the pioneers in the development of new collections and for the founding of numerous veteran clubs. Today he would certainly be pleased with the wide response which veteran vehicles have aroused.

Old-timers, race commentaries, TV programs, book projects and the Porsche magazine Christophorus: up to 13 November 1973 Richard von Frankenberg was full of plans and ideas. When an autobahn accident for which he was blameless tore him from his work he was still young at 51, but his life had been lived richly and intensively. Yet it was still too soon, because his curiosity about life in the positive sense, and about people it was worthwhile knowing, had remained with him to the last day. In a psychological study which appeared as a special bibliophilic edition, he had called motor racing "Rapid Transit Chess." For him, all life was such a chess match.



**“In 1955
Richard von Frankenberg
won the German Sports Car
Championship and was
awarded the silver laurel
leaf for this feat. “**

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The Zen of Neat-o

by Brad Richards

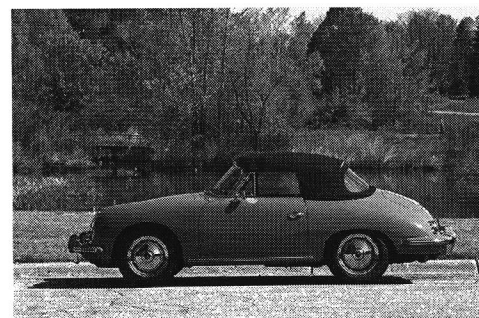
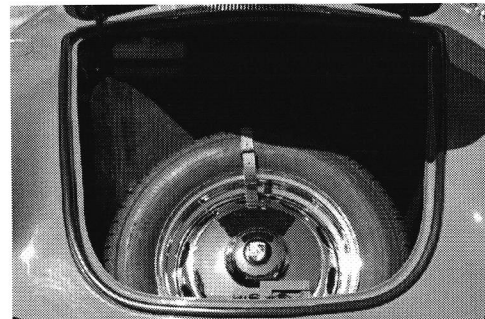
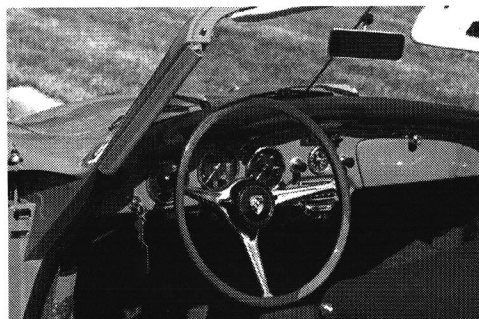
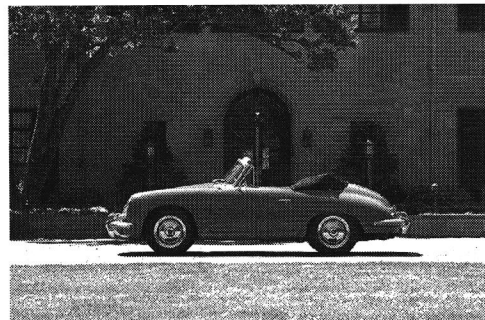
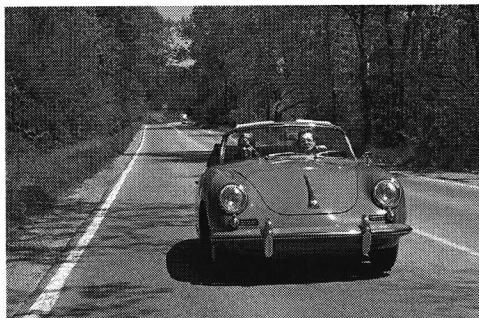
The T-6 body variation of the 356 was introduced in late summer of 1961 as a model year 1962 car.

Our featured car this issue is a beautiful 1963 Aetna Blue T-6 "B" Cabriolet restored and owned by Gruppe member Bill Rohrer.

Compared to the 356 T-5 model Cabriolet, there were some significant changes. There were now two engine lid grilles to improve the cars' cooling ability, the front lid was squared off and the fuel tank was accessed via a filler cap under a separate lid on the right front fender(right hand drive cars retained the T-5 fuel tank). The spare tire mounting angle was made flatter and the battery was now located asymmetrically on right. A plastic trunk lining was made necessary by the new gas tank configuration, and the fusebox was now inside the trunk at left, in front of the driver. Ventilation was improved via an air inlet in front of the windshield. An electric clock was now standard equipment and there were latches for the front seat backs and reinforced seat rails. A shift lock added security while a continuously variable windshield wiper system with a more powerful (60 Watt) motor provided safety. The Cabriolet's rear window zipped open for better ventilation. There was a 200mm clutch for the Super 90, 180mm for all other models and the screen over the inlet for the fan shroud was deleted. Following the example of the Super 90, all pushrod engine types received gray iron cylinders, improved piston rings and a modified oil cooler.

Some may think that the Cabriolet is the most feminine of the early Porsches, but we must remember that when Frank Bullitt's big block Mustang let him down, he turned to a "C" Cab!

Brad



T-6 deck lid is sympathetic to fenders and, most importantly, the bumpers

Raised fender line took Porsche into the next decade and beyond. High fender line cars are also easier to park due to raised corners

Nothing beats top-down motoring!



Heftier hood handle balance larger front end graphics(headlamps, grills, bumper and bumperettes). Overall the new graphics create a much more modern car.

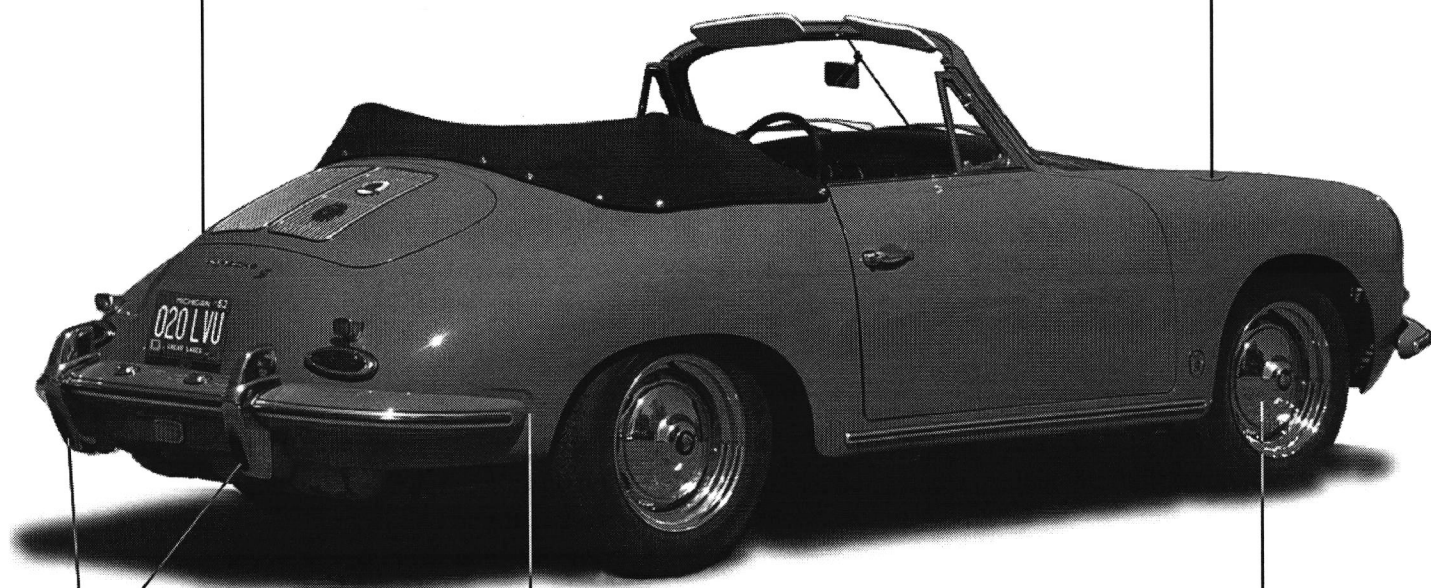
Deco Pieces on bodyside and bumpers are a nice holdover from the original design

Subtle fender bulge is modeled expertly

Rear body shape is a lot different than the coupe. Engine lid is laid forward to line up with belt line

Rear $\frac{3}{4}$ is the best view of the Cabriolet.

External gas tank filler is ultra-convenient



There are a lot of bits in the area around the bumper. Exhaust exiting from the bumperette is killer!

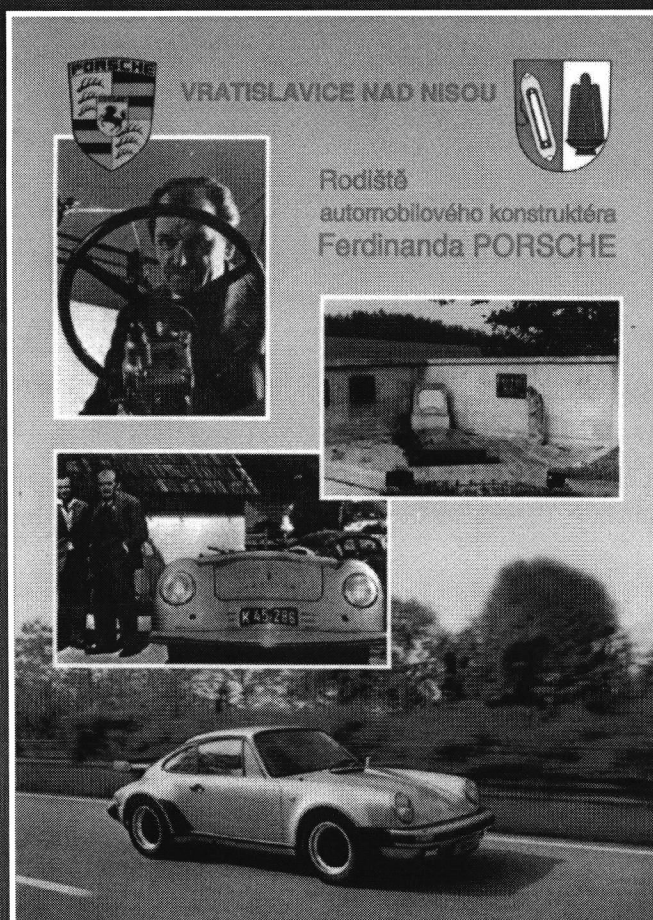
Slight relief in the body at the bumper end integrates the bumper into the body

Super hubcap with Porsche crest is very well proportioned for cap. Just the right amount of jewelry

PORSCHE

MECCA

Zdenek Base and his brother travel to Maffersdorf
in search of the birthplace of Ferdinand Porsche



This Page Far Left: Postcard sold in
Maffersdorf proclaiming Ferdinand
Porsche as their most famous son.

Above: The boyhood home of
Ferdinand Porsche circa 1910.

Opposite Page Top: Inside Ferdinand's
Father's tinsmith shop as it is today.
Bottom left: 13 year old Ferdinand (far
left) in front of his home.

Right: The town of Maffersdorf.

About two and one half years ago, I visited a small town in the northwestern corner of the Czech Republic. My brother could not understand why we should drive there on that cold and rainy day, but I had a destination in mind.

Today, this sleepy town is known for its fine brewery and famous spring well water, but it was known many years ago for much more, Maffersdorf or Vratislavice nad Nisou (in Czech language) probably does not ring a bell to many people, perhaps not even to you, Porsche drivers. Maffersdorf is the birthplace of Ferdinand Porsche (born on September 3, 1875), the founder of our beloved 356 machines. Tanvald Street and the house at No. 38 were not difficult to find, just a few blocks from the city hall. So this is the "Porsche Mecca"; why does the house look different from the picture in my book? The houses in Europe are not supposed to change; we want them to remain the same, if only for nostalgic reasons. In a small town they probably do not know anything about historical preservation. But considering how many owners this house must have had, the results were not surprising.

The current owner, Mr. Milan Vancura cheerfully showed me around the property. He operates several businesses there. Porsche's father's sheet metal shop (still in operation as it was 100 years ago, only with different machines) is the original structure. This is where a teenager Ferry wired the workplace for the first time with electricity. Just walking on the property brought a good feeling to my mind as I know this is the place where this young boy grew up. re the interiors in the shop original? Yes, according to the owner, and I had no way to prove it (at least not an such a short visit). The overall feeling of open working space is there, plenty of natural light, it would be perfect place to repair or restore 356 Porsches, I thought. In my opinion, every previous owner improved the living quarters of this estate to his liking, and on the end, it lost the original character. Surprisingly, there was no plaque on the house to indicate this place of importance, or this town's famous son. Yes, famous son; otherwise why would the folks in the Rathaus

print postcards with his family memorabilia?

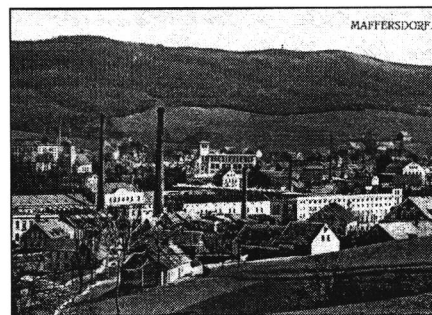
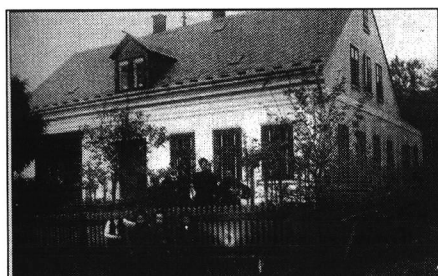
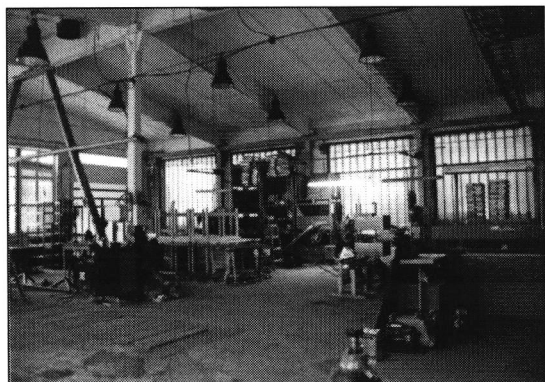
Immediately the idea came to me to start, via the Internet, a world-wide plea, to reach all Porsche clubs and convince everyone that we should recognize this birthplace.

As I discussed this matter in the city hall's office, an assistant mayor told me the idea is good, but a little too late, because the Porsche factory had the same intentions, and in a few coming months a plaque would be placed on the house. Thus, 50 years after Professor's death (January 30, 1951), a memorial plaque was dedicated on this site. A brief announcement appeared in Czech automobile magazines, stating the attendance of the nephews of the Porsche and Piëch families.

The town's historical booklet describes Ferdinand Porsche as follows: "He is our most famous son. Already as a youngster he experimented with electricity. He attended technical school in Reichenberg (Liberec), left for Vienna where he was a manager of an electrical factory and continued to study. Ferdinand combined electrical and gasoline motor power and in one of these vehicles he drove in 1903 with his bride home from Vienna. In 1916 he became a director of Austrian Daimler, where he designed engines for cars and racing machines. Also he himself was racing cars. Before the Second World War he completed development, for that time a unique car, the Beetle. Our son, whose name, associated with fast cars, is known around the world died in 1951. After the Second World War, one town elder, Mr. Heidlass, supposedly wrote to the Stuttgart factory to ask if they would sell one prototype of his automobiles. Porsche politely answered that this was not possible, since all cars which go through technical testing are later demolished. And, therefore the town of Vratislavice nad Nisou still today does not have one example of "their son's masterpieces."

That brings me to the other question: Why does this town not have a Porsche museum? Or is the reputation of excellent beer good enough for this original "Porsche Mecca"?

Zdenek



A Sign of Good Things to Come

By Michael Heilmann

We all used to look forward to the start of the summer swap meet season at Stoddard in June. Myron Vernis and the "Ohio Gang", have nicely filled the hole in the calendar by its disappearance at the first Midwest Porsche Toy, Literature, Parts Swap Meet and Car Show In Auburn, Indiana. Myron is a first class Porsche fanatic. His unusual Porsche collection includes three Type 597s. This is the Porsche Jägdwagen (aka "The Hunter"). Myron is also a patron of Porsche Diesel tractors. He knew that I could not buy a Porsche book from Bill Block unless I drove several hundred miles to leaf through the newest printed imports. Therefore, Myron quickly organized the Dayton-Akron Axis to action for Auburn in July.

The show was held July 13 & 14 at the American Heritage Village in Auburn. Auburn is just north of Fort Wayne on I-

69. The American Heritage Village is a soon to open (Fall 2002) new auto museum owned by the Dean Kruse foundation. Dean is an auctioneer that annually brings over 300,000 certified car nuts to the Kruse Auction Park for an annual Labor Day auction extravaganza. Ebay recently purchased Kruse Auctions and Dean has built a huge museum across the street from Kruse that features hundreds of vintage WWII vehicles in the "Victory Museum". Swap meet visitors were given an exclusive tour of the 47,000 square foot facility. The smell of canvas, Cosmoline and primer fills the air with 147 vehicles. This eclectic collection even has a bit of Herr Doktor Porsche's engineering on the showroom floor. A restored 1940 tan Rommel Kubelwagen sits near an armored tank powered by a 25 hp Volkswagen motor. The docent informed us that the tank vehicle was not actually used in com-

bat, but served as a training car for prospective tank pilots. Unlike my VW beetles of yore, it did not leak oil. All those in attendance appreciated the variety of the featured cars, trucks and trailers. A huge air-cooled Tatra staff car faces an oversized U.S. Army land mine deployment truck. The American Heritage Village will open soon to the public and should be worth a visit. The military vehicles were purchased as a collection from a Museum in Belgium where they were inventoried, crated and shipped to this little town in Indiana. In addition to the astounding WWII collection, Kruse has assembled a slice of American Hot Rod culture in the second half of the building with another 42,000 square feet. The Black Corvette powered Batmobile joins the Penguin's ride under the lights. When was the last time you saw a fifteen-foot high bright yellow duck on I-94? Needle nosed dragsters with fat slicks edge the Knightrider's

"Kitt" for your attention. I had to smile when I saw the "Beerwagon" in 1/1 scale. I had built it as an MPC model in 1/24th scale many years ago. The list goes on and on. All of us were amazed at this assemblage of Motoring Americana. Eighty cars include dozens of Duesenbergs and vintage cars. The car-collecting hobby operates under a big tent and Dean Kruse has just expanded the perimeter with this outstanding collection.

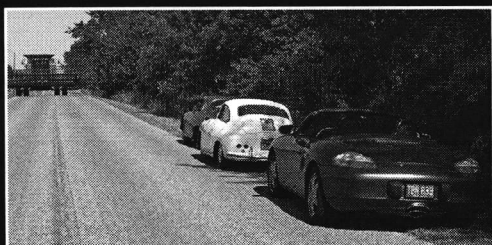
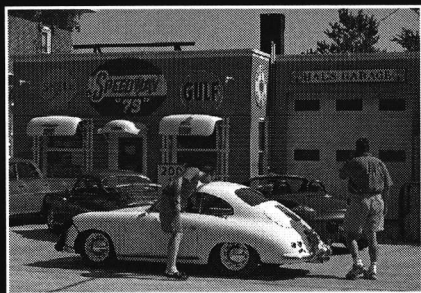
Myron Vernis was joined on Saturday by long time 356 enthusiast Bill Ramsey. Bill has been in the 356 hobby for over thirty years and is a big time toy collector as well. He commissioned a nice limited edition 1/43rd Schuco 356 for the Saturday Show. The modest entrance fee of \$5 was more than made up by the free refreshments and eats available for show goers. Ernie Puskas and Todd Wingerter rounded out the Ohio crew. Todd is always a smiling fixture at the annual winter L.A. toy and literature show. He has virtually every single 356 ever committed to scale manufacture for sale. If you want a Distler, CKO, Proto-

type or Schuco, see Todd. He had a display of models for sale that would make the Porsche Museum jealous. I have never seen Porsche tractor models for sale at any price. Todd has got all of them! Other vendors included Ken Daughtery and his son Andy up from Louisville. They have designed and manufactured a neat "outlaw" muffler that retains the factory heat exchangers. Gary Emory better watch out. It is a bolt up operation and has a sneaky oval outlet right in the center of the muffler. Ken was selling T-shirts so cheap that you could wash your car with them. I loaded up on Christos and bought some vintage Beetle toys for my collection.

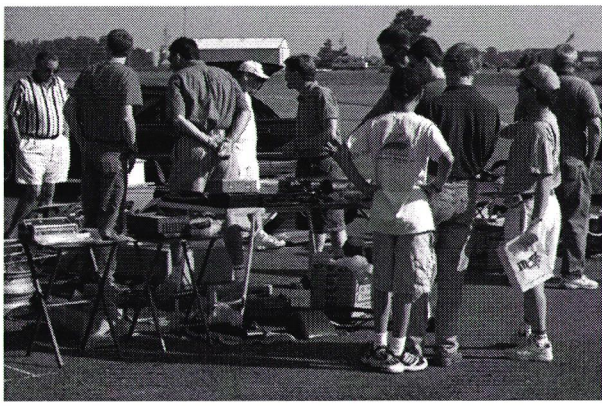
Myron drove his 1958 Jägdwagen to Auburn from Akron. It is Fly Yellow and has a few custom touches. Herr Docktor may not have approved of the 911 gauges or the High back black leather Carrera sport seats. However, he would have loved its first class restoration. This car was at the 1998 Meadowbrook Registry holiday event and was real head turner. Myron must

be trying to corner the market as he has three of the seventy-one vehicles ever made. It resembles a VW TYP 181 (the "Thing") but in true Porsche fashion it is much better engineered. It has very steep approach and departure angles that allowed it to be marketed as an off road vehicle years before the Cayenne was ever thought of in Zuffenhasen. Four-wheel drive and reduction gears from the VW transporter augmented its familiar suspension. In my opinion the Karmann coachworks copied the Jägdwagen design twenty years later when they showed the Karmann "Gipsy" at the 1971 Paris Auto Salon. The ribbed sides of the 597 showed up in their "new" design. In any event this car should muffle those dissidents who carp at the thought of a Porsche SUV. It has already been done as 45 years ago they built this "light cross country vehicle". The engine was down rated with a single carb and a 1488cc engine. Bill Block told me that Porsche also tried to sell a Schwimmwagen version, but neither of us has ever seen one in the metal. Myron is also importing Porsche one-

(Continued on page 20)



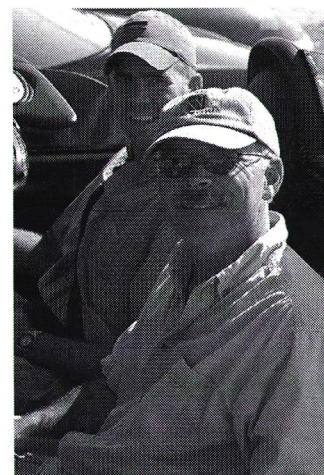
Brad Richards, Gottfried Hogh and I decided to drive back home from the swap meet by roads less traveled, and we are certainly glad that we did. It was a beautiful day for a drive and we came across a couple of situations that will make for some good stories in the future. First, we stopped at Hal's garage in Fayette, OH. Hal's specializes in anything old. It was a neat little shop with interesting touches like the old engine lids and trunk decks used for awnings over the doors and windows. Our next adventure was while scooting up one of those 1½ lane country roads. The lack of space on the road was not a problem with little or no oncoming traffic, that is until we spotted the combine that was 2 lanes wide coming our way. You could have reached out and touched it as it rumbled by us, but none of us were brave enough to move except for Gottfried, who jumped out and took the photo. Sebastian



cylinder diesel tractors from Europe. \$4900 buys you a single seat open-air roadster. The fact that it only has 11hp doesn't seem to stem the enthusiasm. The tractors have a hydraulic clutch that allows them to sit in gear at idle. The Porsche tractor was manufactured not in Zuffenhausen but in the tiny suburb of Manzell (near Friedrichshafen) in Southern Germany on the shores of Lake Constance. It has four forward gears and a reverse. Harry Burnstine had his red and yellow "Junior" there on Sunday. It is a very narrow ride suitable for vineyards and suburban farming. It does not have a rollbar, so borrow Hinson's helmet if you want to drive it. Look for a full fea-

ture on the Tractor in a future edition of Auspuff. The Sunday Swap meet started out with me facing off with a Dodge mini van with an "A" coupe front clip strapped to its roof. I quickly yielded the right of way and parked the wife's Mercedes wagon amidst a fine collection of Porsche cars. The beater award had to go to a chap from Iowa (!) who drove in a 1959 "Ghost" car with original red paint, what was left of it. The non-existent closing panels matched the rusty fenders on the car. "Nope, I am not going to restore it and it isn't for sale." Greg Laporte brought his gorgeous new Guards Red 968 coupe

to the show. He and his son Geoff were cleaning out the old Porsche closet and set up a table. Maybe I could get a second mortgage on the house and get that VDM wood wheel for my C coupe. Brad Richards drove his Vanilla cream Pre-A featured last month in Auspuff. He unpacked a few of his Porsche paintings for sale. If you have not seen Brad's work, come to my office, I am the proud owner of a 1959 356 coupe in awesome acrylic on canvas. Brad brings a broad impressionist interpretation to the cars that we love. His eye for design transcends the two dimensions of the canvas. Our fearless Editor, Sebastian Gaeta drove his C coupe down and somehow



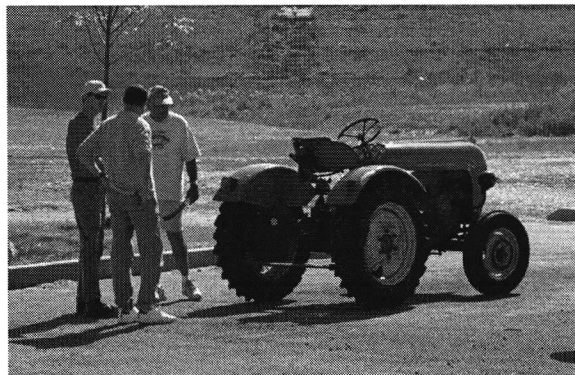


conned Bill Rohrer into driving the Ford "Exploder" down to Auburn packed with parts. Dr. Brett Johnson, resident 356 authority and closet Lotus aficionado was trying to raise money for a ring for his wife. Those of you on 356 Talk will no doubt recognize Larry Dent as another authority on our cars. It was a pleasure actually meeting and talking to Larry. Shane Piers came down from Holland, MI. Is Bob Count really trying to sell his 968 cab or did he just tell his wife that? Some purchased rusty loot and everyone had a good time under sunny Midwestern skies. The attendance should to improve for this

event in the future and I am told Ski Roundtop started with twenty people in the very beginning. It evolved into the single largest Porsche only swap meet in the world. Hershey in April has to be experienced to be believed and I sincerely hope that we can support the fine efforts of Myron Vernis and his crew for many more years. Please make room for this event next year in your Palm Pilot.

Auburn is a short drive from the Motor Cities. It is also the home of the Auburn Cord Dusenber Museum. More than 100 intriguing vehicles from the turn of

the century to the sports cars of today occupy two floors of the 1930 factory headquarters of the Auburn Automobile company in downtown Auburn. The Museum is a masterpiece of Art Deco architecture and is in the National Register of Historic Places. Photography is permitted and is worth a weekend trip all by its self. So drop your spouse off at one of the many Antique Malls, promise the kids some Fireworks from Shelton's (The largest firecracker warehouse in the Midwest) and make plans for the Second annual Midwest Porsche Toy, Literature Swap Meet and Car Show in 2003.



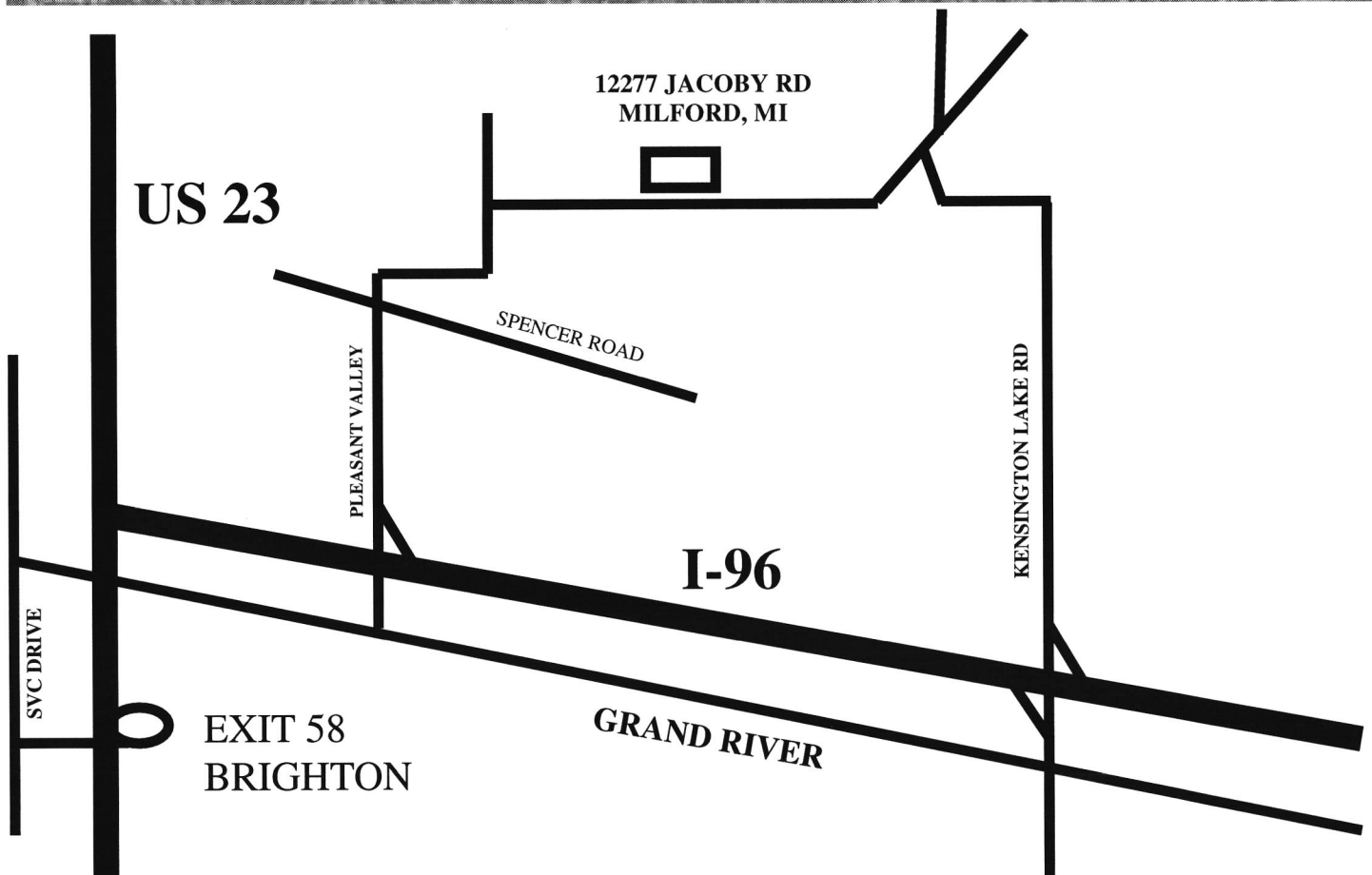
GRUPPE SUMMER PICNIC

SUNDAY, AUGUST 11TH, 1 PM HOSTED BY BRAD AND GABBY RICHARDS
AT THE HOME OF TED & LANITA DUNHAM
12277 JACOBY ROAD, MILFORD
810-225-6126 (Dunham's) or 734-913-4526 (Richards') to RSVP

THE CLUB WILL FURNISH THE MEAT DISH AND TABLE SERVICE.
YOU NEED TO BRING A DISH TO PASS, YOUR BEVERAGE AND LAWN CHAIRS
(if you can fit one in your 356).
(Would you dare drive anything else?)

RELAX!!EAT!!TALK OF PORSCHEs!!
RENEW FRIENDSHIPS!!GET ADVICE!!
SEE WHAT OTHERS HAVE DONE!!

Take 96 W to Pleasant Valley (THERE IS NO Eastbound exit), right at ramp end, north, proceed through Stop sign at Spencer Rd., follow curve to right, then left to 1st blacktop to right (Jacoby Rd), proceed up hill to 3rd driveway on left (there will be flags & indications). Park on lawn in sun or shade.



"A very rare piece. NOS classic body badge from a Stuttgart auto dealer. Auto dealers in the 1950's and 1960's often put their dealership names somewhere on the body of the car. This one fits on the right front fender in place of the body constructor's badge. This badge is in as new condition, as it was never on a car. It was part of a badge collection and was mounted on a display board. Distinguish your 356 from the rest at the next car show."

The winning bidder paid \$138.50



"Hi, You are bidding on a Australian Porsche 356 Registry Grill Badge..Very Rare.. These badges were given to entrants in the Mt Gambier 356 Rally.. Only a small number of these great badges were made and only given to entrants.. They were not sold... Buyer pays the shipping. Payment via Pay Pal or by sending CASH US\$ in a Registered Letter..."

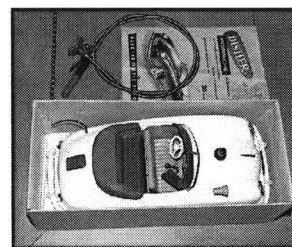
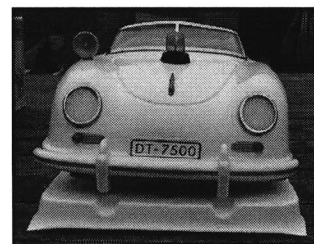
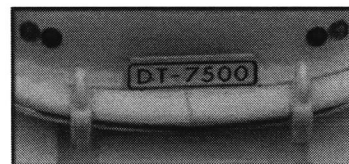
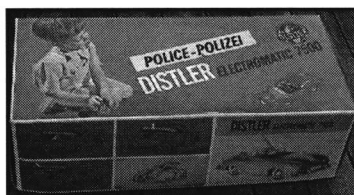
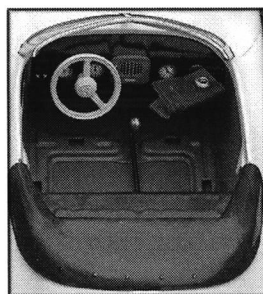
Went unsold with a \$50 opening bid



Proof that there really may be more brains than money #2
The Distler Police car shown in the April/May 2002 issue was not as nice as this example, and went unsold at \$2,750.

"Hi, you will be bidding on this very rare 100% original Distler Porsche. This model is NOS and has never been played with. It comes with an original NOS control cable and an original instruction sheet. It also comes in the original box that still has the tray that the car sits in. When was the last time you saw a 100% original Distler police car with NO reproduction parts on it? There is one negative that I must mention, there is a small crack on the rear bumper. I am sure that you can buy a reproduction bumper from Mr. Distler, his reproduction items look very good. This is a very rare item. Do not kick yourself later for not bidding on this auction, bid now. If the buyer pays me with a wire transfer in US Dollars into my bank account, I will pay the shipping and insurance on the item, otherwise the Buyer pays for the shipping.. Payment via Bidpay / Western Union Money Order/ CASH US\$ in a Registered Letter... Good Luck and Happy Bidding Porsche Fans..."

This one went unsold at \$3,350



2002 SCHEDULE

SVRA May 16-19 Vintage GT/Road America Elkhart Lake, WI
 VSCDA June 14-16 Blackhawk Farms S. Beloit, IL
 SVRA June 13-16 Mid Ohio Lexington, OH
 VARAC June 28-30 Mosport Vintage Races Bowmanville, Ontario
 VSCDA July 5-7 Gingerman Historics South Haven, MI
 VSCDA July 19-21 Brian Redman Internat'l/Rd. Amer. Elkhart Lake, WI
 WHRRI Aug. 2-4 Meadowbrook Historics Waterford, MI
 VSCDA Aug. 16-18 Au Gratten Vintage Gran Prix Gratten, MI
 SVRA Sept. 5-8 Vintage Gran Prix Watkins Glen, NY
 VSCDA Sept. 20-22 Elkhart Lake Vintage Festival Elkhart Lake, WI
 SVRA Oct. 3-6 Blue-Gray Challenge/Summit Pt. Summit Point, WV
 SVRA Oct. 17-20 Virginia Internat'l Raceway Danville, VA

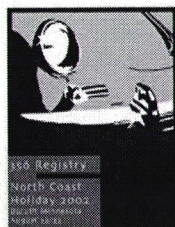


If you would like more info on a particular race, email John Chatley at: racedriver356@hotmail.com
 Please identify yourself when you email.

2002 Nearby Racing Events

We all know that Vic Skirmants is a successful vintage racer, but how many of you also know that the Motor Cities Gruppe is home to a number of other pretty good racers? John Chatley, Dave Burton, John Thomson, Lane Malley, Don Muñoz, Bill Hallandal, and Phil Kubik are all pretty quick behind the wheel. The late Tom Youk got to be quite the hotshoe before his death and Lou Livengood, now residing in Tennessee, can really turn a fast lap. John Chatley was kind enough to send in a vintage race schedule for 2002, and although many of the races have already been held by the time you read this, it will give you a good indication of how popular this kind of racing is. By the way, the photo above is of John himself at Mid Ohio. Please contact him to get more information about the remaining events.

North Coast Holiday August 22-25 Duluth, Minnesota.



SCHEDULE HQ HOTEL REGISTRATION

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

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

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

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

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

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

QUESTIONS?

Contact:

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

or

Phil Saari
ps356@att.net

SCHEDULE HQ HOTEL REGISTRATION

NORTH COAST HOLIDAY SCHEDULE

THURSDAY, AUGUST 22

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

FRIDAY, AUGUST 23

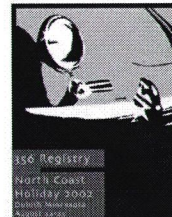
7 AM Hospitality Room open
 Vendor room(s) open
 8 AM Registration Opens
 Tour to the North Shore & Split Rock Lighthouse
 4 PM Tech Session
 6 PM Dinner cruise on Lake Superior

SATURDAY, AUGUST 24

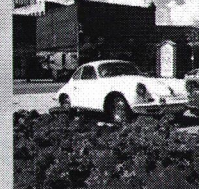
7-9 AM Hospitality Room open
 Registration open until 12 NOON
 Concourse Prep (wash area) open
 Concourse with lunch onsite
 8-2 PM Vendor Room open
 2 PM Tech Sessions
 4 PM Literature meet
 6 PM Cocktail Hour
 7 PM Banquet

SUNDAY, AUGUST 25

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



SCHEDULE HQ HOTEL REGISTRATION



HQ HOTEL:

THE INN ON LAKE SUPERIOR

1-888-ON-THE-LAKE
 (800-668-4352)

350 Canal Park Dr.
 Duluth, MN 55802

When registering, mention you are with the 356 Registry.

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

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

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

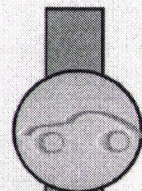
For more info, visit the hotel on the web at www.duluth.com/Lodging/

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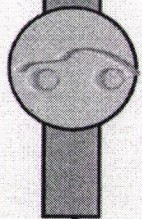
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Okay! You've asked for it before, but I've been reluctant to do it. Yes! I'm going to tell you how to rebuild your transaxle!

First, two assumptions: 1) You know something about wrenches and have the brains to figure out which way to turn a nut (or bolt). 2) Your ring and pinion are in good condition, are not being replaced, and have not been set up improperly during a previous "rebuild". Like I said, four assumptions. Make that five; this will only cover the 644, 716, and 741 tunnel-type gearboxes. Maybe I'll cover the 519 in the future.

The only magical mystical part of a 356 gearbox is the adjustment of the ring & pinion. For that you do need some special tools or the ability to innovate and adapt other equipment to accomplish the same goal. The basic information on ring & pinion setup is covered in the workshop manual and is much too involved to be covered in a short column such as this.

First, pull the gearbox. I won't insult your intelligence by telling you which bolts to remove (see assumption #1). I will mention a couple of hints. On a B or C shifter set-up, don't pull the shift coupler out of the gear-shift rod, unless you enjoy readjusting the shifter. Merely pull the 8 mm square-head set-screw out of the back end of the coupler. Don't forget to unbolt the ground-strap from the chassis.

Unbolt the front donut mounts from the ears on the torsion bar tube. Unbolting the trans ears from the donuts won't work. Note the arrangement of the shims between the donuts and torsion bar tube ears; you could end up with some strange rear toe-in or toe-out if you don't pay attention to this.

I'll assume you've disconnected the throttle rod, clutch cable, battery and starter wires. Not to mention the brake lines and however much of the rear brakes you've decided to pull off first. On B and C models, pull the back-up light switch wires.

The 1961 and later transmission can be balanced very nicely on the cast-in S-90 compensator mounting pad on the bottom of the differential bulge. The 644 to 1960-741 transmissions don't have the pad, so you'll have to figure out a way to hold the transmission based on your jack or removal method. I've made up a metal U shaped bracket that I bolt to my jack pad that holds the transmission by the drain plug area and forward of the differential bulge. You can probably make something up with 2 x 4s to accomplish the same thing.

Now that the transmission is out; you did drain the oil first; right? You should spread a

week's worth of newspapers under the trans and axle tubes. This thing is going to be messier than you can imagine! When you pull off the axle tubes, you'll find that they can hold what seems like a quart of oil in the axle boot.

Tip the transmission up on its bellhousing, putting a 2 x 4 under the top end of the housing to keep from resting the input shaft on the ground; you won't hurt the input shaft by resting the transmission on it, but this way the housing won't go "clunk" onto the floor when you pull out the gear cluster.

Remove the eight through-bolts that hold on the front cover. Some light taps with a plastic mallet should remove the front cover. If the shift finger wants to come off with the cover, try cleaning up any burrs by carefully using a file. On B and C models, don't ever grab the shift finger with vise grips, channel locks, pliers or whatever to see how it's shifting! The rod part of the finger is mild steel and incredibly easy to gouge, resulting in a nice oil leak because the seal was not designed to seal a buggered-up shaft. Both 644 and 741 type shift fingers should be welded for longer life. The 644 finger is a one-piece forging, and a used one will always be slightly cracked on the inside fillet between the arm and the "finger". Have it welded up in that area. The 741 finger is a two-piece construction and cannot even be checked for cracks in the shaft because the machined-down part of the shaft (where the cracks start) is covered by the finger. Just have the finger welded to the shaft all the way around. Keep the weld small, and you won't have to worry about clearance to the inside of the nose-piece; otherwise you'll have to chamfer the nosepiece. The 644 does not have an interference problem.

After the cover is off, loosen up the intermediate plate by tapping with a plastic mallet. Now pull out the gear cluster, and

measure the thickness of the gasket or gaskets between the intermediate plate and housing. This gasket is part of the pinion gear depth adjustment, so be sure you don't lose track of the proper thickness.

With the gear cluster lying on your workbench, the next step is to pull the shift rails and shift forks. Remove the three detent ball plugs from the intermediate plate and pull out the springs and balls, as well as the spacer from the bottom hole. Now remove the shift fork bolts and pull the third-fourth gear shift rail out. Remove the interlock plunger between the third-fourth gear shift rail and the first-second gear shift rail. Then pull out the first-second gear shift rail, remove the interlock plunger between that rail and the reverse gear shift rail, finally remove the reverse shift rail.

Pull the cotter pins from the input shaft nut and the pinion shaft nut. If you have a vise with soft jaw inserts or covers, clamp the intermediate plate in the vise. Now shift one shift sleeve into third or fourth gear, and the other shift sleeve into first or second gear. The shafts are now locked, and you can remove the input shaft and pinion shaft nuts. Then pull the upper and lower reverse gears off the two shafts, as well as the three keys from the shafts.

If you have the special tools, you next press the two shafts out of the intermediate plate. You are reading this because you don't have the special tools. You will need a good two arm gear puller. By pushing each shaft just far enough before the gears start jamming each other, you can press the shafts out without damage. It's tedious, but it does work. Don't even think of bashing on the ends of the shafts to drive them out! Not even with a brass hammer. The shafts are quite hard, but that's a case hardness over a relatively soft inner material. The outer hard case will break up and the inner metal will then mushroom over.

TECHNISCHE

TRANSMISSION REBUILD

BY VIC SKIRMANTS

There is no need to remove the other gears from the input shaft unless you're changing a gear. To remove a gear, use the gear puller or a press - a press can be used to reinstall a gear cold. Otherwise, support the shaft on a block of wood and use a piece of pipe to drive the gear on. If you choose to heat up the gear, don't overdo it! I have seen gears turned blue from over-zealous heating. If you change the color of the gear, you have just changed its hardness.

On the pinion shaft, you can remove the two spacers and then fourth gear by merely pulling them off. The fourth gear bearing race is pressed on. Adjust your gear puller to grab first gear and pull the entire assembly off the pinion shaft. The little roller bearings will now be falling all over the place. You might want to do this operation over a tray or something that would collect any stray rollers. The pinion adjustment shims are located between the first gear bearing thrust washer and the rear pinion bearing. Don't lose them. If you are replacing any of the bearings, they are made accurately enough that you can assume the ring and pinion setup will not be changed. When reassembling the pinion shaft, all the bearing races, washers, shift spiders should slide on. Only the fourth gear bearing race will have to be persuaded with a pipe and hammer; again, support the pinion gear on a piece of wood. Now you have to construct a support to hold the input and pinion shafts in the proper relationship while you carefully tap on the intermediate plate using a piece of pipe that drives against the inner bearing races.

Put the intermediate plate in the vise, install the reverse keys and gears, and shift into two gears again to lock the trans. Torque the input shaft nut to 25 lb.-ft.; check to see if the cotter pin holes line up with the castellated nut. If they don't, tighten the nut some more until one of the holes lines up and the cotter pin can be installed. Don't back the nut off to line up the holes! Next torque the pinion shaft nut to 70 lb.-ft. Tighten some more if necessary to line up cotter pin holes; install cotter pin.

Put both shift sleeves into neutral. Install the shift rails, detents, and interlock plungers; you do remember how they went, don't you? The reverse gear detent spring is slightly longer than the other two. There is a factory tool for holding the ends of the shift rails while adjusting the shift forks; totally unnecessary! You do need to support the reverse idler gear; a link pin is perfect. Just slide it through the gear and into the hole in the intermediate plate. The shift forks need to be set equidistant between the two gears

they engage. Also, the ends of the rails that the shift finger engages should be aligned so that their sides are a couple of millimeters apart. I use blue Loctite on the shift fork bolts and torque to 18 lb.-ft.

The gear cluster is now ready for installation. I use sealer on the gaskets (Permatex Ultra-Blue). Slide the gear cluster carefully into the case, being sure not to damage the new input seal you've already installed. When putting on the nose-piece, be certain to keep the shift finger engaged properly in the shift rails. Torque the through-bolts to 18 lb. ft.

Now let's review the disassembly of the differential. The one tool that will come in handy is a standard two arm gear puller. After removing the six nuts that hold the left axle tube to the side-cover, use the puller to remove the axle tube. Of course if you have the special wheel bearing puller, you can remove the bearing and then just pull off the axle tube. I prefer to leave the right axle tube attached for now. Next, remove the eight nuts holding the left side-cover to the transmission housing. You can now use the gear puller on the end of the right axle to push the axle and differential assembly out of the housing. You can tap the assembly out by using a brass mallet on the end of the right axle, but be careful of damaging the axle threads.

Remove the left side-cover from the differential carrier by using two large screwdrivers between the cover and carrier. Equal pressure on opposite sides of the carrier should remove the side-cover. Keep track of the differential shims at this point! There will be one thick shim on each side of the differential carrier; there may also be a .010" thick additional shim on either or both sides. The thick shims are obvious; the thin ones sometimes stick to the bearing in the side cover. Be sure you have all your shims, mark them in some manner (masking tape and ball point pen work just fine), and don't mix them up side-to-side!

The next step is to remove the ring-gear bolts. Early transmissions used safety wire through holes in the bolt heads. The next locking style was a metal lock plate that went under each pair of bolts, then had the ends bent up to lock the bolts. Despite the bad reputation of the six-bolt carriers, if the bolts are tight, they will not break. When they loosen up, then things get exciting. The bolts can break, or simply start backing out and machining the left side-cover. To prevent the backing out, Porsche developed their final locking method, the one where a special metal tab fits into slots in

the periphery of the bolt heads, and is then bent over to lock the bolts. This technique is used on the late 6-bolt as well as 12-bolt carriers. Obviously the tabs are different lengths for the 6 and 12-bolt set-ups.

With the bolts removed, pull off the small end of the differential carrier and remove the left axle shaft, sidegear and fulcrum plates. Next, drive out the soft steel lock pin that holds the spider gear cross-shaft to the carrier. Don't be alarmed just yet if you already see cracks in the carrier outside the lock pin. Once you have removed the cross-shaft, spider gears, and right side-gear and axle shaft, you can now examine the carrier for serious cracks. Look inside the carrier at the curved surface against which the spider gear nearest the lock pin bears. Any cracks are visible to the naked eye; you don't need to spend money magnafluxing. If there are no cracks between the lock pin hole and the spider gear surface, you're in luck. If there is a crack on the narrow side of the spider gear hole, but none on the opposite side, you could still reuse the carrier, depending on your planned driving style. If there is a crack on the opposite side as well, better get another carrier! You've already noticed the VW part number on your old carrier. Yes, it's the same part as the VW split-housing transaxle. It is not the same as the VW tunnel housing trans. Mike Robbins has information that the Porsche factory started hardening the spider gear area around 1958, but we've had no problems using the stock VW part.

If you have to change the carrier, you can carefully measure your old carrier and the replacement, and figure out if you need to change the differential shim arrangement.

When re-assembling, proceed in the reverse order, as the factory manuals always say. The factory also recommends using new ring gear bolts. That's good advice, but those bolts are now priced at about \$25 apiece! If the old bolts appear sound, they can be reused. Be sure all traces of oil are gone from the ring gear bolt holes and the bolts. Use red Loctite and torque the bolts to 65 lb ft. Don't overtorque. The bolts are short and hard, therefore they will not accept excess torque without snapping.

When re-installing the differential assembly, don't forget to install the shims, and be sure you put the shim's chamfer against the carrier.



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