

Auspuff Roar

August/September 2006



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PRESIDENT'S LETTER

Michael Heilmann

ROUTE 356

"Would you get hip to this kindly tip And go take that summer trip Get your kicks with a 356"

and apologies to Mick

Summer is in full swing and the 356 driving season is upon us. I hope you are out there enjoying that unique tub this summer. My last letter generated some comments on the great variety of 356s out there. Myron Vernis was kind enough to send photos of a couple of Ferry's Bastard children. Myron purchased a couple of "Custom bodied" Stuttgart wonders that predate the Outlaw trend of recent years. Space does not permit us to detail them here. They are a reflection of the big tent concept that I have tried to convey to the membership. Hot Rodders used to call it, "Run what ya brung". The dizzying heights of recent E-bay and auction sales make me wonder how we will ever get newbies into the club. I purchased some odd bit from a fellow at the June 06 Stoddard Swap meet and asked him why he was selling these nice items, "Well, I had them left over from my 356 Coupe when I sold it and at these prices, I'll never be able to get back into one." I wasn't sure who was going to start crying first, him or me. Yet, hope springs eternal and I am sure there are still barn cars out there looking for your attention. Vic Rivera bought what the police thought was a Karmann Ghia at a downriver police auction and if I know Vic, he did not overpay for

this car. Vic's sidekick Joe travels the entire lower 48 looking for cars. The 356 embodies a shape that is eternal, fresh and never duplicated. Heck, its never been tried. It is the real deal.

I recently had the opportunity to see the original Hal the Junkman Halicki "Gone in 60 seconds" from the early sev-

"The dizzying heights of recent E-bay and auction sales make me wonder how we will ever get newbies into the club"

enties. It takes place in west L.A. and consists of more flying car parts than the remake with Angela Jolie. In between the 500 car crashes, there are a lot of aerial shots of freeways, highways and parking lots shot from a helicopter. The distance of 30 years and 150 feet made me realize how generic all the American cars looked. Does the 1972 Buick really look any different than the 1971 Pontiac? Yet in the dim din of LA is someone driving what appears to be a Signal Red 1962 B coupe. It is a standout. In fact, movie extras are looking at the car as it drives along. It was a looker at birth, it was beautiful with ten years under its generator belt and it is a classic today. There isn't a bit of popular culture that hasn't paid homage to the great lines of our cars. I open Details magazine (I borrowed it from my son, I do not have a subscription) and there is a feature story about the hottest classic car to own, naturally it is a Porsche 356. Remember the scene in Top Gun with Kelly McGinnis driving the Speedster with Berlin singing in the soundtrack? Classic. I stumbled across a web page where this fellow digitally "painted" a 356 in cyberspace for his site and remarked how difficult it was to do and how rewarding it was to view. The car evokes those types of emotions and is really unique in that sense. I recognize that we are only custodians of the car and at some point we delegate that pleasure to another generation. We read in the Registry magazines how the cars stay in the family and how two generations of Smiths were married in the family 356. It is sweet and unique to our marque.

The Bay Harbor Concours is now history and the Motor Cities Gruppe was well represented. The setting is a beautiful vista on the water and a prelude of the Fantastic Events that will form part of the 2007 356 Registry Holiday in Gorgeous Northwest Michigan next year. Our resident artist and club member Dan Christie has created a series of limited edition Holiday car badges that are simply drop dead stunning. These badges emulate (and transcend) the event badges that European Motor clubs used to produce for weekend driving events. Cloisonné enamel badges are hot, hot hot on E-bay. I want to step back in the way back machine and order a badge bar from V. Haan in LA just to mount these Christie designed beauties. The Skirmants summer picnic was a big success as well as the Woodward Cruise, so roll down those windows at the risk of breaking the regulator, rev up the motor and set course for a fabulous summer of 2006.

On The Cover

Vic Skirmants' Dolphin looks quite animated next to Dave Burton's 356 racer. Dave Burton photo.





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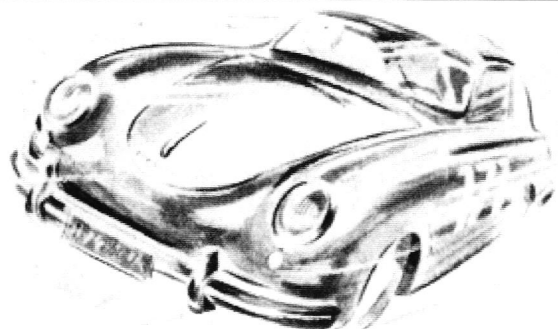
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EDITOR'S LETTER

DICK BEECHER

A look at the calendar indicates that we are well into the "Season" with some successful events behind us, the Spring tour, The Bay Harbor Concour Festival, and the Annual Summer Picnic. There still are some opportunities ahead for our 356 obsessed participation. The Vintage event at Watkins Glen has Porsche as the featured Marque. Many Porsche clubs plan events around these featured Marque events and there are usually a lot of 356's in attendance. There is a Vintage race at Mid Ohio in which our Gruppe 356 racers will compete. The East and West Coast 356 Registry Holidays are in August and September. Also mark you calendars for the Drive your Porsche Day and The Fall Tour. See our Motor Cities Gruppe Calendar for dates.

I attended the Bay Harbor Concour Festival and wrote about it in this issue and had an experience that I will remember forever. I left for Bay Harbor early on Friday morning

From our cottage at Higgins Lake. It was a beautiful sunny day and there was very little traffic on I-75. The 356 engine "sweet spot" at about 3800 RPM results in cruising about 75 MPH. After about 1 hour on I-75 I exited at the small town of Wolverine for a great twisting county road west to Petosky and then on to Bay harbor. The road was great and even for an old guy like me provided an opportunity to really feel the Porsches handling. Upon arrival at Bay Harbor I looked for the Show office as I was going to register for the Concour. I was early and the signs were not out yet to identify the office so I drove around the Village a few times

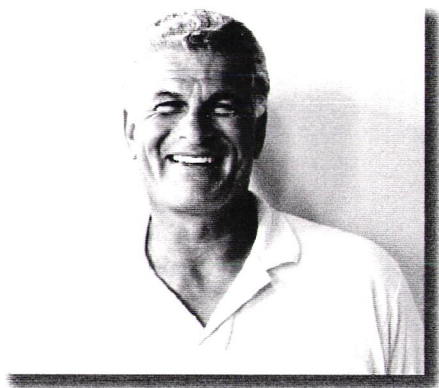
looking for a parking place. Not finding a place to park on Main Street I drove the winding streets up to the large parking lot. When I backed into the parking spot, the steering wheel slipped about a half turn and the shaft sort of flopped around the column. Turning the wheel resulted in very little movement of the wheels. That is, I had minimal steering. My first thought was what if this had happened while driving up that morning. After I composed myself I thought of a few weeks ago at Stuart Tool when Neil was replacing a steering coupling on a C coupe and our discussion as to what could happen if the coupling broke. My thoughts were, would Bill Hallandal have a coupling in his parts stash that he could deliver to me? Maybe I could call Dave Hinz and he could fabricate something to get me back on the road or trailer to his garage for storage until I could get a coupling. I unloaded the trunk and removed the cover over the steering box and discovered that a bolt had fallen out of the coupling. The coupling appeared to be like new. Although there were 3 other bolts still attached, with one finger tight, I can tell you there is not much steering action left in this situation. The other 2 bolts were tight but did not have cotter pins installed in the holes drilled in the bolts for safety. I walked down to the Village and found some guys with Bay Harbor work uniforms and asked if they knew where I might find a 5/16 bolt about 21/2 inches long. There are no hardware stores in Bay Harbor. People that live in Bay Harbor do not do maintenance. One fellow, the manager, found a bolt and washer and went with me to the car to offer assistance. Having a good set of tools I installed the bolt. I safety Duct taped the bolts and the car was OK for the weekend. I now have all the proper bolts with cotter pins installed. Shame on me for not checking out this important part of the cars steering. I'm very thankful that someone was watching out for me and the bolt didn't drop out while at speed. Check your steering couplings!

As always I'll make a plea for material for The Auspuff. Any suggestions or comments contact me at:

beech356@chartermi.net
or 810-653-6599

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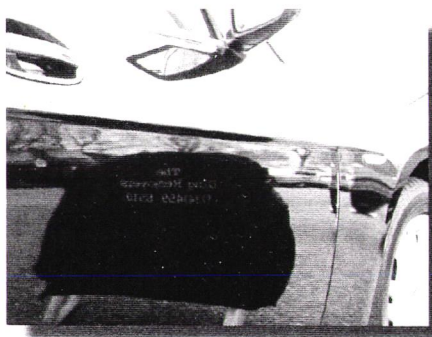


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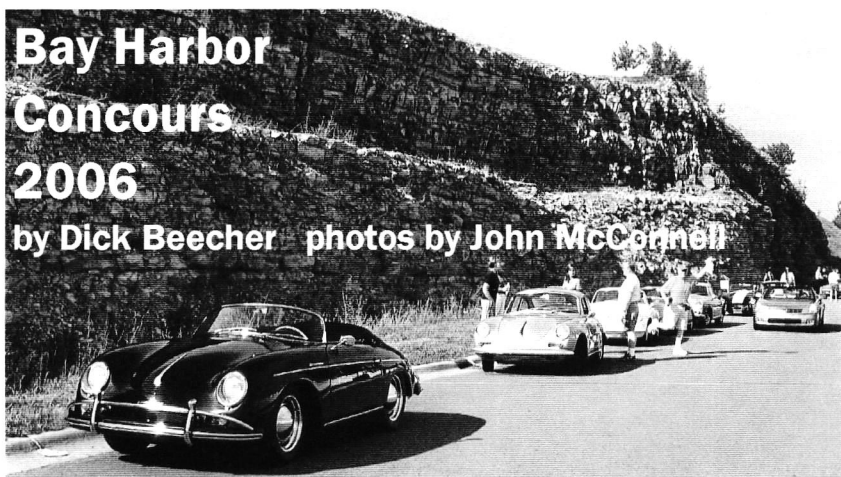
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Bay Harbor Concours 2006

by Dick Beecher photos by John McConnell



The weather on the weekend of June 23 –25 for the 8th annual Bay Harbor Concours Festival was perfect. The event is held at the Village of Bay Harbor on the shore of the Little Traverse Bay of Lake Michigan, just south of the town of Petosky. The Festival consists of a 100 mile Friday Cruise for vintage cars for those who wish to participate with the Concour held on Saturday. Although the Concour is free for spectators, the entry fees and sponsor donations go to the Bar Harbor Foundation to support a number of local charities.

Friday morning about 16 Gruppe members traveled north in a caravan led by Dennis Denyer. Others came separately arriving earlier from other locations. I won't attempt to name everyone in attendance for fear of forgetting someone. We had about 30 Gruppe and South East Michigan PCA members and guests attend the dinners Friday and Saturday Nights.

Many of us stayed at The Birchwood Lodge north of Harbor Springs. The Birchwood is a charming 50ish Lodge on the historic route 119 "The Tunnel Of Trees" that winds its way up north towards Mackinac City.

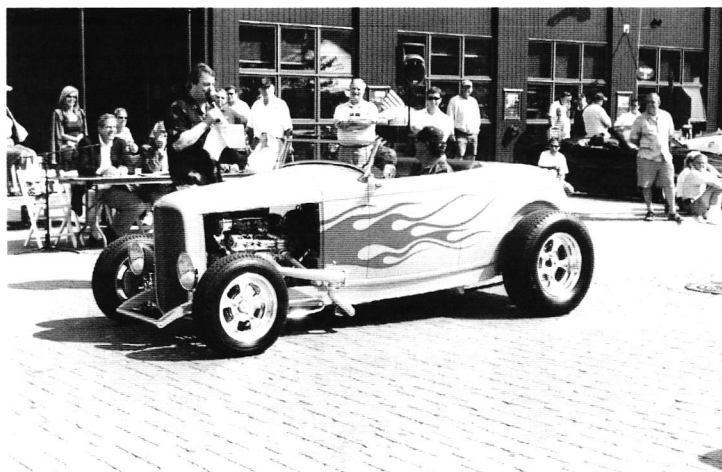
Our "Hostess with the most" Lanita Dunham organized this very well planned event.

Friday night we all met at Taparoony's in Potosky for Dinner. The level of conversation indicated that all had a great time. Our Porsches (and Jaguar) parked in the lot provided an impromptu car show for people passing by. Many stopped and parked to look our cars over. After dinner, as usual we congregated around the cars to look over what's new, what's changed, discussing car histories, and generally enjoying a beautiful evening with friends on a summer night.

Saturday morning found many of us leaving the Hotel early for Bay Harbor to arrive on time to participate in the Concours. Although all of our cars looked great, the early arrival provided time to do that final detailing. All participants were staged in a row, winding around the streets of Bay Harbor for "The Parade" to your assigned parking space on Main Street in the Village.

There were approximately 100 cars entered in the Concours. The participants varied from a 1909 Thomas Flyer to a 92 Vector W8 Twin Turbo. The cars were classed in groups Pre War, Post War, Hot Rods, Sports Cars and Amphicars. Every time I see an Amphicar I think of the one that sold at the Barrett – Jackson Auction for around \$110K. Can this be the end of the car world as we know it?

The Sports Car Group had a total of 32 entries of all types. There were 9 Porsches entered. Last year there were none. Thanks to Tom Gale a retired Executive VP of Daimler Chrysler, a real car



guy and 356 owner who contacted Neil Goldberg to encourage some 356 participation. Tom also owns a number of other cars and entered a magnificent 32 Ford High Boy Roadster. There were 14 Hot Rods entered in that category. 11 where 32 High Boys.

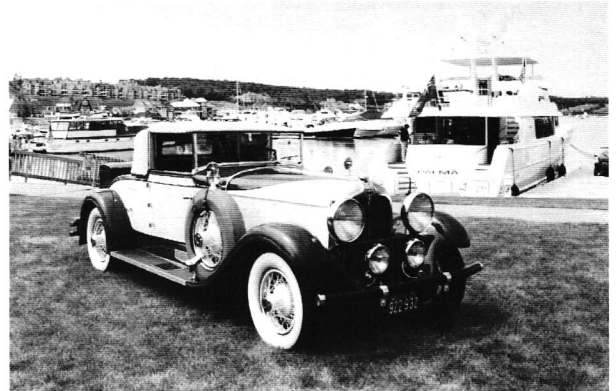
What outstanding examples of these quintessential Hot Rods.

The Concur Festival also featured Vintage Boats. Everything from Yachts to Runabouts were on display in the beautiful Harbor at the foot of Main street. When one of the wooden

boat owners was asked "Did you just restore your boat"? He replied "When you own one of these you restore it every day". I guess the maintenance on our cars is pretty easy.

At 10 AM the parade started. The Concours participants were staged in a long line and as you reached the top of Main Street your car was described by the announcer and you proceeded to your parking place past the spectators who lined the street. The Judges reviewed the cars and at 2 PM announced the winners. Congratulations to our Gruppe Members Shirley and Dick Gobba for their award for Best Performance Car with the outstanding Black Speedster. Dave Burton won the award for Best Sports Car with his 1954 Jaguar 120M Super Sports Roadster. Dave also represented the Porsche marque by bringing Diane's Roadster. Winning an award in this event is quite an achievement considering the quality of cars that are entered.

Entering an event like this isn't just about winning an award. It is a great opportunity to talk to many enthusiasts from all over the country. The car collecting hobby is certainly alive and well.



Back at The Birchwood Lodge, before walking next door to Ramones' restaurant for dinner, our event host Lanita Dunham had arranged a reception on Saturday evening with some delicious hors d'oeuvre's to enjoy with a glass of wine from a large selection. That Blue Coupe sure holds a lot of supplies. It also must also be really fast as Lanita was gathering rocks on Sunday morning to help hold it down for the return trip. Sunday morning the 2007 East Coast Holiday Planning Committee met at Mary and Dave Hinz' Hideout for coffee and delicious bakery items and to review plans for the hill climb event. We then went to Boyne Highlands to check out the course. Dave Hinz had done much preliminary study and with input from vintage racer Dave Burton it will be a great event.

I can say that it's steep and has some very interesting turns. We all enjoyed another sunny day for the trip home from a great Gruppe tour. Thanks again to Lanita for all her work in organizing the event.



Dolphin Sighting!



Story and photos by Dave Burton

The Dolphin-Porsche sports racer that Vic Skirmants has been resurrecting over the last ten

years surfaced recently at the SEM PCA club race held over the July 4th holiday weekend at Gingerman Raceway in South Haven on (where else?) Lake Michigan. The Dolphin made her maiden voyage (had enough marine references?) Thursday evening during the open track sessions. Wrecked when it last raced about seventeen years ago, Vic has been rebuilding the chassis, body and drivetrain for a decade now. Recently, the project began to coalesce

into a recognizable racecar. Not too recognizable though, there were only twelve or thirteen Dolphins ever made and the common wisdom holds that about three survive. Created by a California entrepreneur in the style of Porsche-Coopers



(Poopers), Devins and other Porsche-powered tube-framed sports racers following the factory RS60's and RSK's, one Porsche-Dolphin (Porphin?) was raced by Ken Miles.

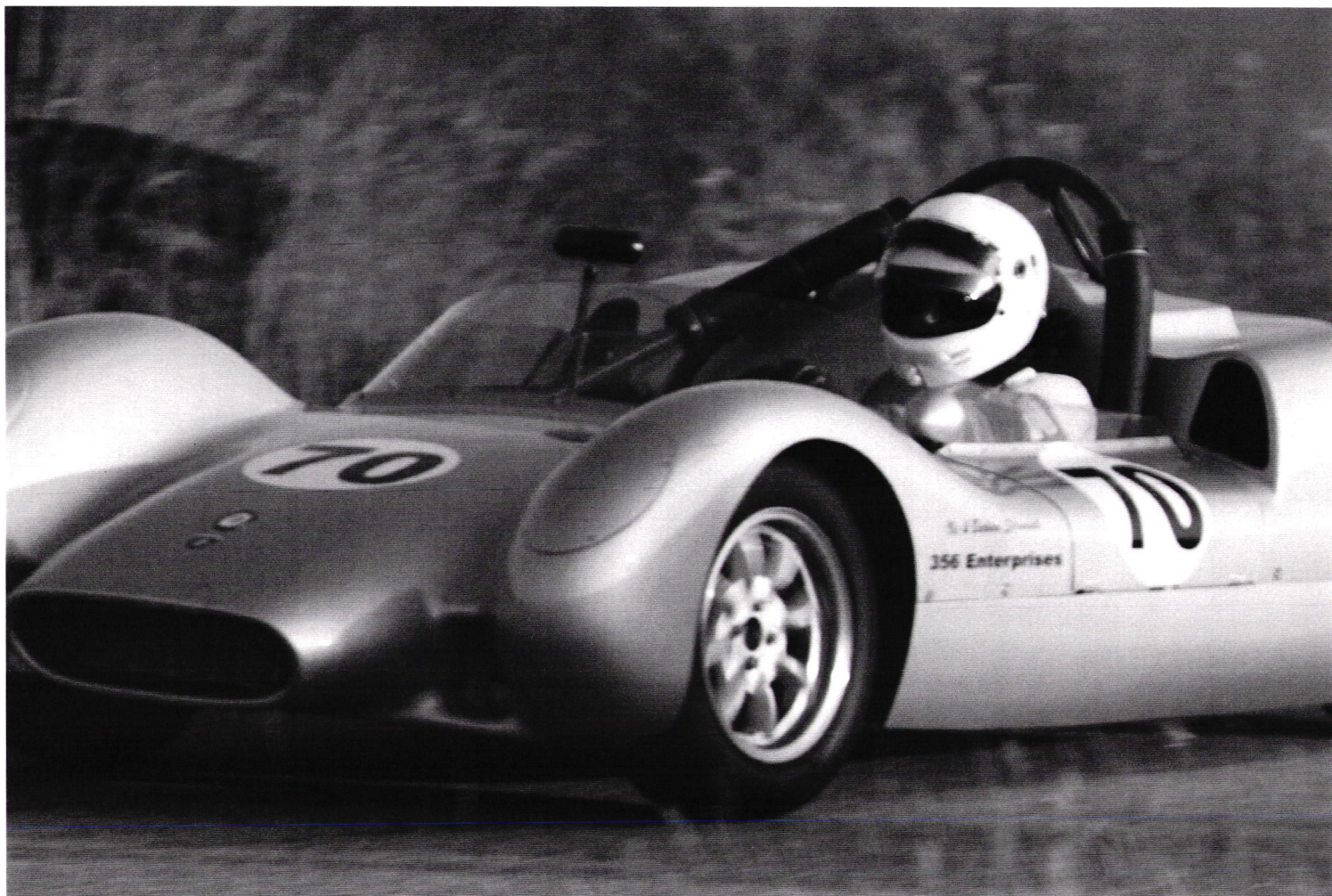
Rolling the Dolphin out of the race hauler along with Phil's # 139, my # 20 and 356 Enterprises' new rent-a-racer # 56 black coupe, the sports racer is very low and looks purposeful. Vic wanted to sort the car in a controlled environment off the public roads and the Club Race weekend filled the bill nicely. Unloaded, Vic fired the engine and warmed the oil, fussing and fiddling while he waited his turn on track and Barb, Phil and I went to find a good vantage point from which to watch. Few were taking advantage of the open track sessions that night and Vic was put into a small group with a Cobra replica and a C5 Z06 Corvette. The Dolphin really looked sweet and natural out on track, in her natural element. Vic used the first session to probe and explore, working up slowly and watching for problems. To our eyes and ears, the car looked good but sounded ragged up at the higher revs. When Vic came in, he explained that the engine went flat above six grand.

Between sessions, Vic checked plugs and floats, looking for fuel starvation and ignition issues. Testing and tuning, fiddling some more, he made a few adjustments and went out

again. The first session, Vic just pointed other cars by, taking it easy. In the second session, he continued to explore the Dolphin's attributes, working it up carefully and continuing to point other drivers by. Still running rough at the upper end, Vic was getting comfortable in that the car was responding predictably enough and starting to flow. Soon enough, the cars he pointed by weren't running away anymore. Then it happened. The Z06 he had let by was now in his way and the Dolphin flashed by the Corvette down the back straight and flew through turn eleven, never looking back.

Vic finally traced the problem at the upper revs to the electric tach that came with the car. He is so attuned to these engines he can shift by ear so disconnecting the tach to test it was simple and proved to be the cause of the flatness. Running out on the track with him, the Dolphin sounded wonderful and looked even better. Vic is planning to bring it out again at the SVRA vintage race at Mid Ohio in August. He has a small list of changes and adjustments to make and he will continue to dial in the car. I can't wait to see them race.

DAVE



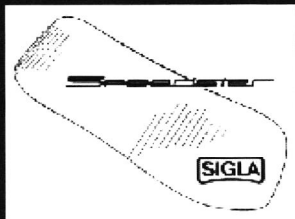
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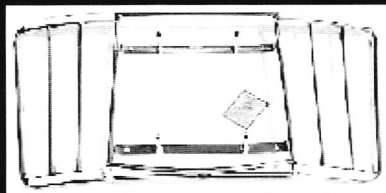
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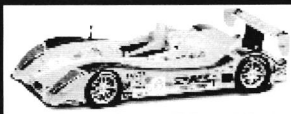
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Send all classifieds to:

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The Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College

In memory of Gottfried, the Motor Cities Gruppe has donated \$1,000 to the Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College (Gottfried's parents).

If you desire to personally contribute, make out your check to "Albion College", noting the above Scholarship Fund and send to Gottfried's sister, Mrs. Inge Baumgartner, 411 Darrow Street, Albion, Michigan 49224.

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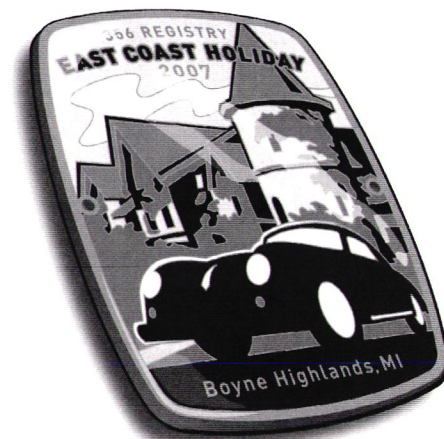
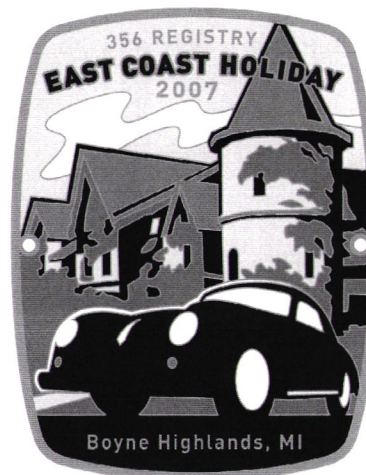
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MOTOR CITIES GRUPPE 2006 CALENDAR

September	6-10	356 Registry W. Coast Holiday @ SnowMass/Steamboat, CO.
	6-10	Watkins Glen
	9	356MCG Bd Mtg - Logans
	23	Munks Oktoberfest
	24	Drive Your Porsche Day-Ferry's Birthday (18th) -356MCG Gruppe/SEM event
	30-10/1	FallColor Tour

November	11th	356MCG Bd Mtg
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December	3rd	356 Christmas Party @ Canterbury Village
	9	356MCG Bd Mtg - Logans

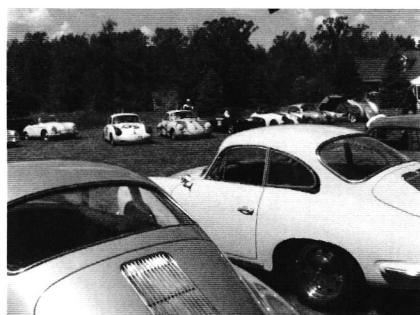


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Photos on pg. 12 by Dan Mazur
Photos on pg. 13 by Dan Christie





The annual Picnic was held at Skirmants' "Three Oaks" on July 23rd under Picture perfect skies. There were about 90 Members and friends in attendance. Some arrived by plane and others with a load of engines and transmissions.

The member's cars on display were, as always outstanding. The row of five racecars for our inspection was especially impressive.

There were some new faces in attendance and we hope to see them at many future events as well.

Our thanks to our hosts Barbara and Vic Skirmants for their hospitality.



ECH 2007 Update

We will devote this issue to the various special happenings planned for the 2007 East Coast Holiday.

First, the driving events.

The first driving event will be Wine Tour on the Leelanau Peninsula on Wednesday. Bill Hallandal has put together a wonderful route from Bay View to Traverse City on paved back roads through little hamlets I didn't even existed in this part of the state.

We will make arrangements with three wineries to have private wine tastings. And, of course, there are the neat villages of Sutton Bay, Leeland and Empire to visit, as well as the sand dunes, shorelines of both Lake Michigan and Grand Traverse Bay. This should make for a most enjoyable day. Dick Beecher is chairing this activity, so if you have suggestions – please give him a call.

The second driving event on Friday will take the participants to Mackinac Island for the day -- although we will be taking the ferry to the Island and leaving our beloved tubs in Shepler's secure reserved parking area. Included in

the price of admission will be opportunity to walk the Grand Hotel porch. It seems that no matter how many times one has been to Mackinac, it is always fresh, new and fun. Just something magical about it. So, for the first-timer from outside the state of Michigan, it should be a great experience. And what better way to get there from Boyne Highlands than along M119, the famous "Tunnel of Trees". This is also one of Dick Beecher's activities

Sandwiched between the above two on Thursday are the Hill Climb and the Gymkhana. This will be the first time in many, many years that there will be a competitive driving event at a 356 Holiday!

The Hill Climb will be run on eight-tenths of a mile paved course with a 300 foot change in elevation. And it's less than five minutes from the headquarters lodge on Boyne Highlands property. Dave Hinz is shepherding this event, taking care of the planning, materials procurement and safety equipment and measures. We are attempting to recreate a 1950's hill climb ambience, so besides lots of hay bales, period-looking start and finish banners, we are also planning on having a photographer taking black-and-white

pictures of the cars coming up the hill. Dave Burton and Vic Skirmants have been working closely with Dave Hinz on specifics of the course layout, positioning of course workers, the ambulance and other safety equipment. Since this is the first competitive event in such a long time, it is extremely important that it be run

both successfully and safely. And our planning and calculations show the need for 14 course workers for each of the three sessions scheduled. So we are certainly going to need your help to pull this off.

Running concurrently with the Hill Climb is the Gymkhana – but with a definite fun factor attached to it. So, unofficially, we are calling it our Funkhana. And who is better suited to run this event than Dennis and Sue Denyer. The Boyne Highlands management has worked out an arrangement with the Nub's Nob to use their large

parking lot for the course and parking. Here is another area where we need those crazy ideas used at other funkhanas. So if you have a particular twist that was especially entertaining, let Denny and Sue know. This is also an event that will require a number of helpers. So call Denny – before he calls you.

Remember in the last issue where I talked about the marvelous logos Dan Christie designed for the 2007 Holiday. Well, you've just seen the four driving event logos, all playing off the central design theme of the official Holiday logo. Don't forget to compliment Dan on the excellent design the next time you see him!!!

And speaking of logos, we are planning on making a limited edition run of the driving event logos to auction off at the Holiday. Start saving your money now!

As you are starting to see from our reports to date, the **ECH2007** Planning Team has been working extremely hard to put together the greatest 356 Holiday ever. But, without the help of each of you in its execution, it will only be a well-planned Holiday. I urge you step up early and volunteer your time and energy to specific tasks associated with the Holiday. By contacting us now and saying "Yes, I'll help; what can I do?", all of the people currently deeply involved will feel assured that the manpower required will be here.

Who should you call?

ECH2007 Planning Team: Dick Beecher, Ted Dunham, Heath Hurlbert, Harry Kurrie, Barbara Skirmants and me

Hill Climb: Dave Hinz

Gymkhana: Denny Denyer

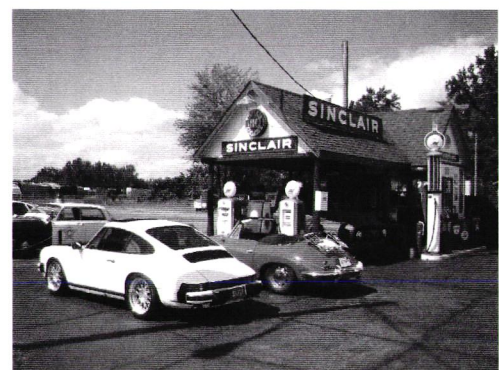
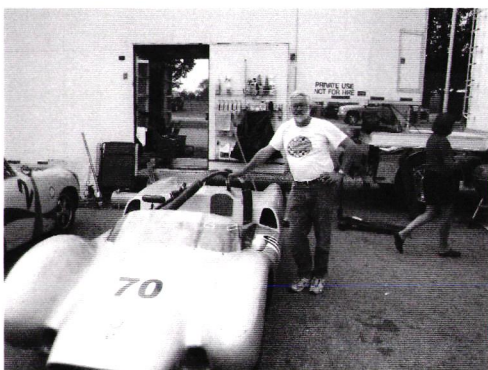
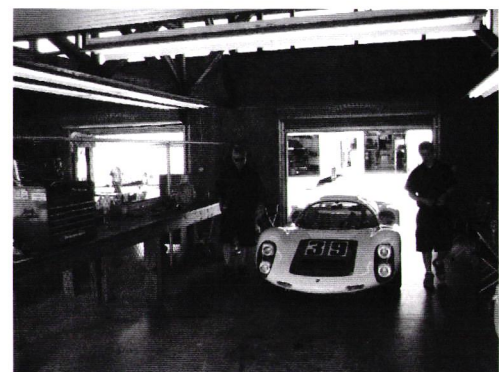
Talk to you again in the next issue and see you at Neil's,

Dave Peterson

Mid Ohio Vintage Gran Prix 2006

Held on Sunday August 20th, this year's Vintage Gran Prix was run under the threat of rain, but fortunately it never did. The forecast for Saturday's qualifiers was a total washout (which kept the crowds away), but it stayed dry then as well. Those who did show had a great time, as usual. Results were not available as of this writing as this author had to rush home, set up this last article and get the latest Auspuff Roar to the printer, but look for results and perhaps a full report in the next issue.

Sebastian Gaeta



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