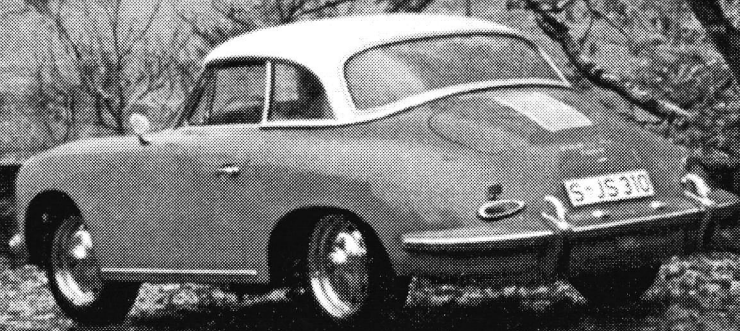




356 Motor Cities Gruppe

AUSPUFF ROAR

AUTUMN 1999

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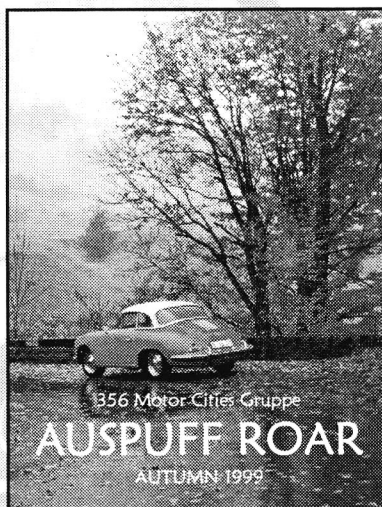
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ON THE COVER:



A T-5 Hardtop Cabriolet reveals in all the glory that is Autumn

Picture from Liebe zu Ihm

The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published quarterly. Membership dues for the Motor Cities Gruppe is \$10 per year due at the first of each year. Advertising rates per issue in the Auspuff Roar are as follows: Business card size—\$10, Quarter page—\$25, Half page—\$40, Full page—\$65. Please send membership dues to Barbara Skirmants 27244 Ryan Rd, Warren, MI 48092. Please send any materials to be published or advertising copy to: Sebastian Gaeta 4070 Brookview Court, Ann Arbor, MI 48108

This is a vertical advertisement for Stuart Tool Service Inc. A large, stylized wrench graphic runs diagonally across the center. Various tool brand logos are arranged around the wrench: 'P-O Black & Decker' at the top left, 'K-D TOOLS make tough jobs easy' below it, 'VISE-GRIP' to the left of the wrench handle, 'S-K TOOLS' further down on the left, and 'PROTO' on the right. The company name 'STUART TOOL SERVICE INC.' is written along the handle of the wrench. Below the wrench, it says 'WAREHOUSE DISTRIBUTORS OF HAND AND POWER TOOLS ESTABLISHED 1923'. At the bottom, it lists 'NEIL GOLDBERG MEMBER - SMR/PCA', the phone number '248-588-TOOL', and the address '1208 E. Maple Rd. Troy, Michigan 48083'. There is also a logo for 'AIR TOOLS' with the text 'Chicago Division' above it.

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PRESIDENT'S LETTER

By Dick Beecher

I'm looking forward to the cool crisp days of Autumn. Fall is the season when it seems like the best time for long drives in a great car (Check out the announcement for this years Fall color Tour-Ed.). Not that I don't like summer, however, but so many of this years car events that we attended were so hot that it took much of the fun from the outings.

June's Mid-Ohio Vintage Gran-Prix was quite tolerable weather-wise. A group of us met in Ann Arbor and caravand down to the great Mid-Ohio Sports Car Course. This trip was the Debut of Jack Hagerty's recently completed "Outlaw" coupe. What a stunning car! So many details are incorporated into this car that you need to look it over carefully to really appreciate it.. We followed Jack much of the way down trying to figure out how one can fit 17"x7 1/2" wide wheels and tires into the 356 rear wheel wells. Well, you simply and subtly widen each rear fender one and one half inch. Jimmy Conostas' workmanship on the car is spectacular. I've always appreciated customized cars and it's always difficult for me to leave a car stock. My '65 Cab is the only 356 I have ever owned with bumpers. You'll love Richard Hinson's article about Hagerty's "Outlaw" on page twelve, and Gottfried Hogh's pictures are fabulous.

Barb's BBQ was once again a great success. It was well organized with good food, good company and this year, good weather.

In July the Cabriolet headed north trough the U.P. to Elkhart Lake Wisconsin for the Brian Redman International Challenge Vintage Races. This vintage weekend was started many years ago as the Chicago Historic Races, originally a charity event benefiting a Chicago Boy's Club. Joe Marchetti, a Chicago restaurateur and auto enthusiast was the founder of the Chicago Historics. The weekend had two Concours' in the town of Elkhart Lake, race cars on Friday night, street cars on Saturday evening. The streets were blocked off and the Police escorted the race cars from the track to the town. Seibhen's Resort on the shores of the lake in town was the center of the night-time activities. There were great parties and good food. Joe Marchetti really threw a great party. The Chicago Historic Races had a feeling that was hard to describe, sort of a low key, club type, party atmosphere. You could buy a pass and drive right up through the paddock and feel like a real high roller.

Alas, things change. Some say Joe threw a great party but some of the bills didn't get paid on time. Others believed that greed reared it's ugly head and that the big organization saw an opportunity to make big money and weaseled old Joe out of his charity event. My view is

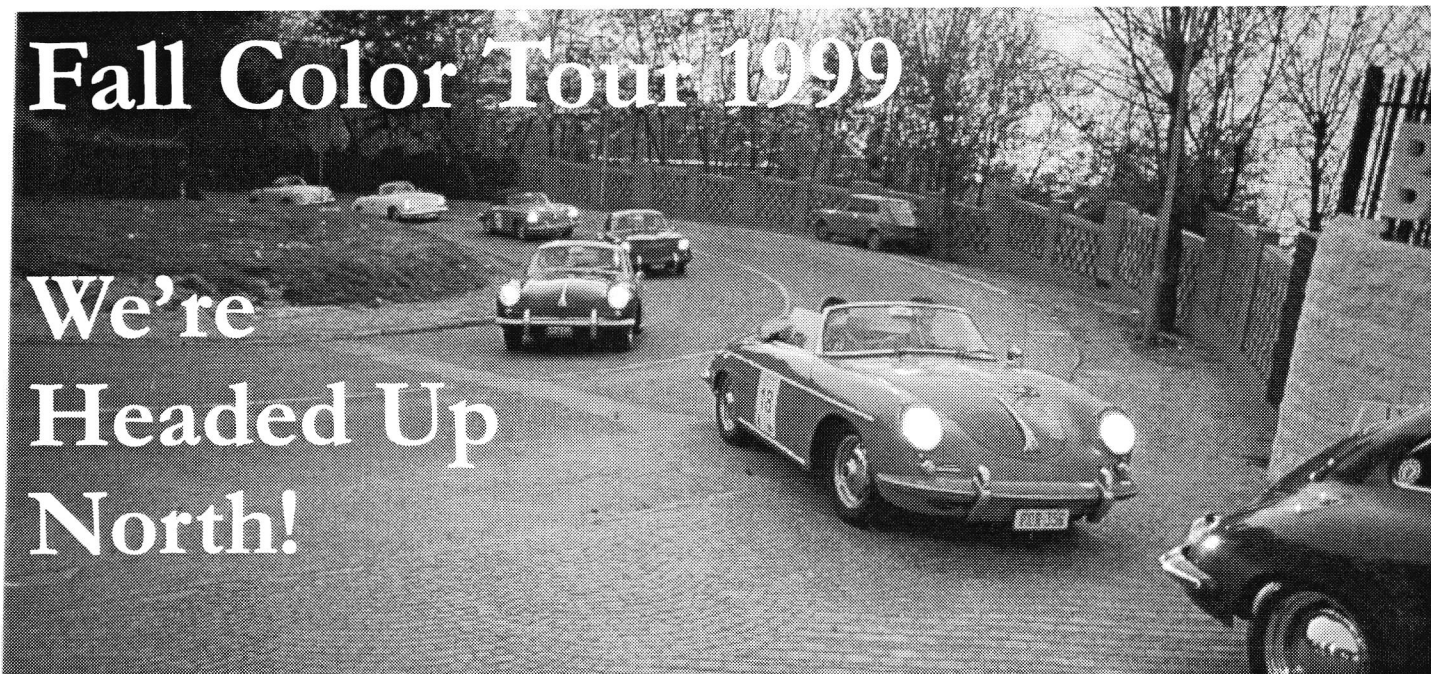
that it just isn't the same. There are still Concours' on Friday and Saturday, parties at Seibhen's, and probably twice as many race cars, but it just feels too big and commercial. Perhaps my enthusiasm was wilted by the heat and humidity. We did, however, enter the Concours on Saturday night and had a great talking to people as they milled around the cars.

July ended with the Meadow Brook weekend. After last year's event I decided to be an entrant rather than a worker. We pre-registered for two Concours', race tickets, lunch, car club parking, Concours d'Elegance tickets and even bought an event shirt. And again, the dreaded Mid-Western heat soaked humidity was with us. Friday was only comfortable driving home from the Concours in the park at night with the top down. Saturday's heat and humidity was the most uncomfortable I have felt in years. Participant had to sit in the sun with no shade waiting for your car to be judged. Barb Skirmants helped me out by sending bottles of water and a bandana full of ice to place on my head. Seems like I would be smarter than this. We did, however, get a gold award in this judged show.

The race turnout was rather low, but it was great to see club members Vic Skirmants, Phil Kubik, John Chatley and Lane

Fall Color Tour 1999

We're Headed Up North!



This year's Fall color tour will be a throwback to the old Motor Cities Gruppe tradition of an overnight tour. We will meet Saturday, October 9th at 9:00AM in Flint and begin our cruise up north at 9:30. At this time we are in the process of planning some fun stops along the way. After lunch we are hoping to tour Dave Draper's restoration facility in Charlevoix before cruising to our hotel in Harbor Springs. We will reserve tables at a nice restaurant in Harbor Springs for dinner that evening, and the next day our color tour will include a drive along Michigan route 119 which is one of the most picturesque drives in our state. It twists and turns, rises and falls all the while with a spectacular view of Lake Michigan some 100 to 200 feet below. A stop in Macinac City a bit before noon will conclude the day leaving you to explore any part of the area you wish. From Mackinac City it is approximately a four hour drive back to the Detroit area.

Please RSVP to Sebastian Gaeta at 734-544-2230 so I may send you a packet with our meeting location and a full itinerary. I have reserved a block of rooms at the Colonial Inn in Harbor Springs under both my name and the Motor Cities Gruppe. Their number is 616-526-2111. **YOU MUST RESERVE YOUR OWN HOTEL ROOM FOR SATURDAY NIGHT**, all other arrangements will be made for you. Call now to reserve a spot & to receive your packet.

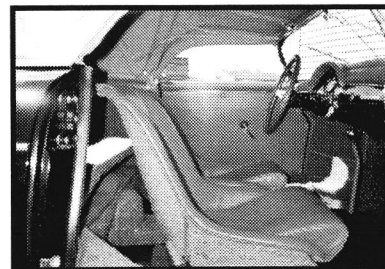
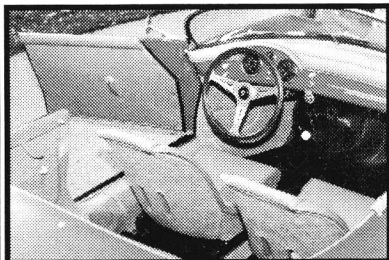
We are looking forward to seeing a big crowd at this years event!!

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MOTOR CITIES GRUPPE CALENDAR

SEPTEMBER

8th-12th SVRA Vintage Races at Watkins Glenn, NY. Call Dave Hinz for info. (H) 248-650-1975(W) 248-852-0066

19th- Ferry Porsche's birthday! Celebrate the whole weekend with 2 events. One with the Ohio Tub Fanatics, and one "new format" garage tour the day before. See announcements on page 6.

21st Members social meeting at the Brass Pointe, Ten Mile Rd and Orchard Lake Rd, 6:30 PM.

OCTOBER

9th Fall Color Tour Up North! See announcement on page 4

NOVEMBER

16th Members social meeting at the Brass Pointe, Ten Mile Rd and Orchard Lake Rd, 6:30 PM.

DECEMBER

12th Motor Cities Gruppe Holiday Party at The Oakland County Sportsman's Club at the Waterford Hills Race track. More info to follow.

JANUARY

OPEN

FEBRUARY

OPEN

MARCH

OPEN

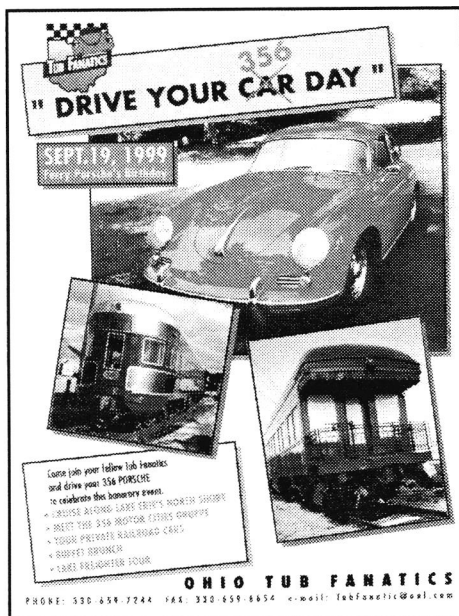
APRIL

OPEN

MAY

OPEN

Celebrate Ferry Porsche's Birthday with two great weekend events.



This is the flyer that Thom Kearns sent out to his "Tub Fanatics"

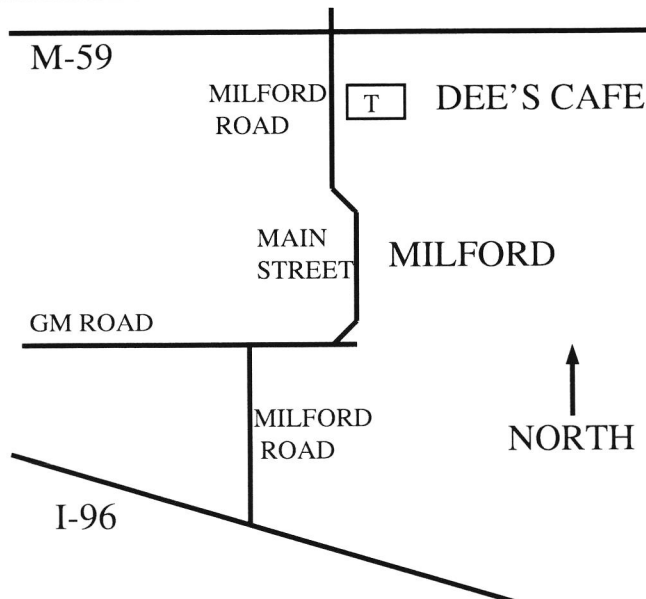
Thom Kearns of the Ohio "Tub Fanatics" has gone to great effort to put this event on and has been gracious enough to invite the "Motor Cities Gruppe" to join them. Don't miss this Registry sponsored "drive your car" day to celebrate Dr. Ferry Porsche's Birthday, Sunday, Sept. 19th. The "Tub Fanatics" group will arrive at the Toledo Amtrack Station around 12:00 Noon after a scenic cruise along Lake Erie's North Shore. The Motor Cities Gruppe tour will start at 10:00 A.M. at the Home of Sebastian and Narmeen Gaeta in Ann Arbor. Please call Sebastian at 734-544-2230 for directions or a map that can be mailed or faxed. We will wind our way through back

country roads on our way to Toledo. There will be at least three completely rebuilt / restored vintage private railroad cars at the station. Other cars in various stages of rebuilding-restoring-repairing- repainting will be in their process of reconstruction for our review. If you have never had the privilege to be on one of these magnificent Private Railroad Cars, do not miss this opportunity. These elegant cars are a testament to the craftsmanship of past and to the present. After we have toured this facility we will gather at 1:30 for lunch at Cousino's Navy Bistro. If you would like to stay longer, there will be a lake freighter tour of the S.S. Willis B. Boyer at 3:00. This is one event you shouldn't miss.

Same Old Garage Tour Only Different

**SATURDAY, SEPT. 18TH
MEET AT 9:00 AM**

The 356ers are going to meet for breakfast at Dee's Café on Milford road just north of town. After we've all had our daily dose of cholesterol we're going on a little driving tour to Jim Dunham's Garage. Should be a good time. If you have any questions please call Bill Toburen at 248-887-3029



Want to Tart up the Tub?

Need some restoration work done? Opinions proffered by Richard Hinson

In addition to my own tub, I've heard a number of the Motor Cities Giippe cognoscenti talk about restoring their car. To some that means a paint job. To others it means starting all over taking the body down to bare metal, redoing the engine and transmission, refurbishing the parts, buying new parts, replating the chrome, plating the nuts and bolts, a new interior, finding the correct wheels and tires and reassembling. Even if it's "just" a paint job, they have lots of concerns about the unknown, the difficulties involved, they become catatonic when they ask the inevitable "is it going to be worth it?" questions.

The "is it worth it", depends on whether you're talking about the monetary value of the car at the end of the project-the money you put into it including the purchase price and your emotional ties to the car. When you look at raw dollars, it never, NEVER pays to restore an ordinary car. It always, ALWAYS pays when you restore a rare car that has collector value. Even then it may take a few years to have the market catch-up to what you have put, \$\$\$\$\$, into the car. But that doesn't take into consideration what drives most of us-the emotions and the memories that drove us to buy the dam thing in the first place. It boils down to, I just gotta do it. It's a visceral thing. Nothing this pretty deserves to deteriorate while I own it.

There's a lot of basic questions that leap to mind. The answers you get from various sources are hopefully based on first-hand experience or candid word-of-mouth conversations with people who have had experience doing it. Still, you can bet that will be many biases based on

rumors that they've heard. A perceived complaint made in passing becomes a major influence as opinions are formed and shared. That's a long way around to say that we all carry around baggage that influences what we hear and say. We're all biased.

Primarily it boils down to-how much can you do, or are you willing to do, or can afford to pay or persuade others to do and the timing of your project.

**How much can be done
by the owner? Should I
consider myself as the
general contractor?**

**Should I consider
turning it over to a
full-service guru or
shop?**

Where should you go to get some answers. First, find people who have experience with craftsmen who are nearby. My car was being attended to 1100 miles away. That's too far. You can't stay on top of the project. Pester those people who have recently had some work done to be candid. Seek the truth not an answer that they give to justify what they did or told their buddies or their spouse. The Saturday breakfast tire kickers club held at Stuart Tool is a great source if you can tolerate the ying and yang of knowledgeable

opinions.

How do you intend to use the car after it's redone. Show it competitively at the Porsche Parade or Meadow Brook type quality events. Drive it regularly, Drive it sparingly. Tour in it. Put it away for the kids. Sell it.

Do you understand what it takes financially to have a truly ground-up restoration done. Even if you're going to do it yourself it's an arduous process that requires money, gobs of it, and patience. Most of us are forced to turn to outside craftsmen. It's best if you have a regular opportunity to visit the shop or the people performing various tasks and see how things are going. When you can't just drop in the progress can slow down. If you don't monitor progress, you get the kind of quality that reflects the character of the people you choose to do the work. Character, integrity and quality all go together and they have a value which costs money. Remember too the shop can get bored with working on a "problem car". That means unless they have character, integrity and a commitment to quality they can get careless and end up patching things instead of correcting things.

How much can be done by the owner? Should I consider myself as the general contractor?

Should I consider turning it over to a full-service guru or shop? Can I do it in waves as the money is accumulated?

Should the car be stripped chemically or bead blasted?

Once it's done will I feel comfortable driving it or will I be saving it for only special events?

Your sources to get answers are largely: truly cultivate the old-boy network; seek out knowledgeable contractors who keep a detailed brag book and can provide names of owners who can comment on work performed. It's even legitimate to ask contractors about the character and integrity of other contractors. Seek out paint suppliers like Johnson Products in Ferndale, leather suppliers, bead blasters

like Strip It , platers like Fini Finish, recognized painters, suppliers of various parts like Stoddard's, NLA Limited, P.B. Tweeks, talk to editors and writers who cover the market. They'll urge you to patronize the most reliable contractors. Let's get real and specific.

What about bodywork and paint ... At the moment you can take your car to Don Marrah locally for body work and paint. He's doing a B Cabriolet for Bill Milliken at the moment. The word is that Rick Olivero is not accepting any more restoration assignments. Candidly, we're really going to miss his dedication and quality of his end product. Chester Neimczychi is a master painter, like Olivero he's truly an artist, but he's busy racing his Bug Eye Sprite in his spare time and he doesn't have the passion to work on special cars like he used to.

So you can plan on trailering the car down the road. Stoddards and Rick Bennett in Cleveland ... Draper's Time Machines Ltd in Charlevoix ... RM Classic Car Restoration in Blenheim, Ontario near Chatham. All of those places are about 3 to 4 hours away.

Stoddard's has many years of experience dealing with 356 Porsches. Their senior craftsmen have been there a long time and are highly skilled. They have chassis jigs, excellent paint capabilities, and are owned by the Porsche family and managed by very dedicated Porsche enthusiasts under the tutelage of Hans Wichter. Wichter is truly an enthusiast, a positive leader, a good businessman and a supporter of 356s. The Stoddard parts bins are noted as being a splendid source of supply. Their Catalog is terrific-considered "the Bible" for 356 people.

But even they don't have all the 'right' stuff. No body does. Let it be noted that all parts with a Porsche part number are not the same. Brad Ripley who is the man behind NLA Limited came from Stoddards and helped Porsche Cars North America establish their vintage parts programs in Reno. He offers a wide array of product from some of the finest part suppliers extant. The only thing better is to have access to Chuck Stoddard's private cache. None of this is cheap, but it's

cheaper than trying to restore a Ferrari, an Alfa Romeo or a classic Packard.

Let me share a recent scenario that I've experienced. My Convertible D needed to have the engine lid and both bumpers painted. I had them bead blasted by Strip-It Co in Clinton Twp. They did a superb job, The paint on my car is lacquer. You can't easily buy lacquer any more because of OSHA hazardous materials considerations. But you can buy it if you make a bunch of phone calls. Two quarts of paint, red paint-which costs more because of the increase in pigmentation-cost \$349 delivered to my door. FedEx shipping cost \$79 since it's considered hazardous material by the shipper. I got enough to spray the rest of the car when the time comes. But when the "guys" heard about the cost of paint, they thought it was ludicrous. So did I, but I didn't have any options unless I wanted to strip the car and paint it with a new two stage Sikkens or Dupont paint job. The \$135/qt was a cheaper solution.

Back in the early '80s one of my trips west took me to Junior's House of Color, recognized then and now as one of the finest painters in the business. At that time there was a long wait to have junior prep and paint your car. Cars, usually rare Rolls Royces, Bentleys, Ferraris, the occasional Hispano Suiza and Bugatti were sent from as far away as India, Malaysia, England, and Australia to be painted by Junior. And there was an enormous demand from California collectors. His price was steep. Bare bones job started at \$20,000. I just heard that he painted a Porsche in lacquer for \$80,000 and he didn't have to do any sheet metal work. He's still tapping into the Silicon Valley dollars.

I saw the quality of work that junior did on a vintage Bentley owned by a prestigious small hotel in Hong Kong that was used to transport people from the airport to their luxury hotel. The door bottoms and inner surfaces to be covered by leather and car undercarriage was as finished as the top side. It was magnificent. Price, memory says about \$35,000. It was overkill. The irony is

that he didn't take home much of that, it went into labor to prepare the surfaces, it wasn't just profit margin.

So when Stoddard quotes \$12,000 to \$18,000 depending on the quality expected, or Rick Bennett's painter in Cleveland quotes \$7,500 for labor and \$1,200 for materials you know that they have built in a fudge factor to cover the fastidiousness of the owner. Stoddard can get that money because they have a major facility investment and a reputation to maintain and project. Bennett's guy painted out of a stall. At the time he didn't even have a down draft booth let alone one of the new computer controlled units that can be programmed to bake precisely based on the brand of paint. His price seemed high, but he did very nice work.

**Back in the early '80s
one of my trips west
took me to Junior's
House of Color...His
price was steep. Bare
bones jobs started at
\$20,000.**

If you have a favorite shop that does nice work or a guy who does a great job on painting motorcycles they may do fabulous work but they will not command the price that one of the known entities can get. The right name however, helps put a "guaranteed" upgrade in price should you want to or have to sell the car.

Think about it. Every classified ad in *356 Registry* will tout the engine and transmission builder if he's a known entity. Vic Skirmants has done over 500 engines. And over 300 transmissions. That's a lot of experience. He knows more about push-rod engines than the Porsche factory. And we're lucky enough to have him in our back yard. Bill Doyle

is the guru when it comes to 4-cam engines. He's in Montana. He commands a base price of \$15,000 labor plus parts. And parts are made of unobtainium. But being able to say Doyle or Skirmants did the engine gives your car a certain cachet, a quality endorsement. The master's have personally waved their hands over it. They stand behind their work-unless you do something really stupid.

Draper who owns Time Machines Ltd. has assembled a very good experienced team of master craftsmen. Many of them worked for him when he was doing prototype design and production work for the auto manufacturers. There's a bodyman, engine man, electrical guy, interior man, and painter all being managed by a very savvy, experienced, multi-marque knowledgeable, designer, businessman. He oversees every stitch, every line every clamp; they do their research. He has the finest equipment to assure that the job can be done. But it will take time to command the prices that a well established shop gets. That's to the advantage of the in-the-know car owner if they intend to love and use their car. If it's something that you're fixing up to show and resell, then you might as well go to the name shop to maximize your return.

RM Classic Cars Restoration will be a new resource for many. They've been in business over 15 years and have earned an international reputation for putting out high quality work on collector cars of all types. They have built their reputation however on Duesenbergs, Packards, Cadillacs, Chryslers, Mercedes Benz, Rolls Royce, Bentleys, Auburns, Cords-the cars from the golden age. They also have done many collectible sports cars.

We just had a splendid tour of their facility in Blenheim, Ontario out near Chatham, about 45 minutes east of the Ambassador Bridge. They have highly skilled master craftsmen who have sorted through every kind of problem you can imagine. There's a full time parts man chasing parts worldwide. They have interior people who know where to get the finest leathers as well as the "correct" underpinnings. They have an extensive research library to tap into. And when they get along in the restoration process,

they call in a renown expert of the marque to be sure they're doing it the way the Concours judge says it should be done.

Some great local body shops, like Autometrics, unfortunately don't want to get involved with the collector car people. We're monumental pains. Too much knowledge and expectation. Too much hand holding required. They can paint new Porsches, Mercedes, Lexus and other high-end stuff and make significantly more money. If you have a high-end car they are *the* place to go. But you can always ask if you've got the time. They are the best commercial body and paint shops in the area.

If you want to do a lot of the work yourself or can find your way onto the list of messieurs Goldberg, Dunham, or Constance, then you're real lucky. The combined experience of the old boy network is incredible. The price of tapping into this group varies depending on what your contribution can be. These are men who have helped out dozens of guys take apart their cars and put them back together again. But they do it as a labor of love. The owner pays for all the parts. However, this group has other interests and obligations. You may find your way onto the list, but timing is everything. You just thank your lucky stars that we have so much talent available and accept the schedule as it happens.

If you're included on the list, be prepared to make your contribution as needed. Don't hold up the wheels of progress. Have the parts removed, blasted and plated or painted or jet hot coated or powder coated so they can go to the project shelf, get the part and perform the work. Order parts from the "approved" suppliers. Some parts from Stoddard or P.B. Tweaks don't fit like the parts from NLA Limited. You'll be guided or you'll be told what you need and they'll do the ordering and you'll do the paying when it's delivered. It's more than fair.

When it comes to interiors it gets sticky. We have two guys whom the insiders know about ... Russ Taggart

and Harold Mandrell. Recent word-of-mouth does not serve their long term best interests. First hand reports shared by a very knowledgeable collector and Concours judge indicate that the quality of the work performed is erratic. One time it's fantastic, another time the headliner doesn't fit right or the seams in the seats are off or they've scratched the exterior installing the interior.

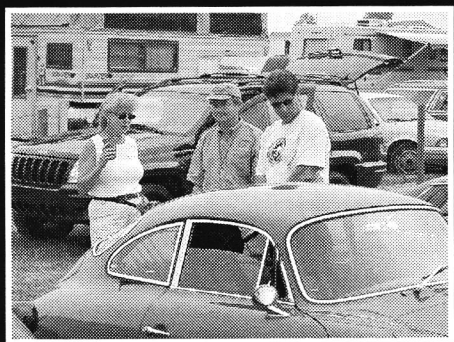
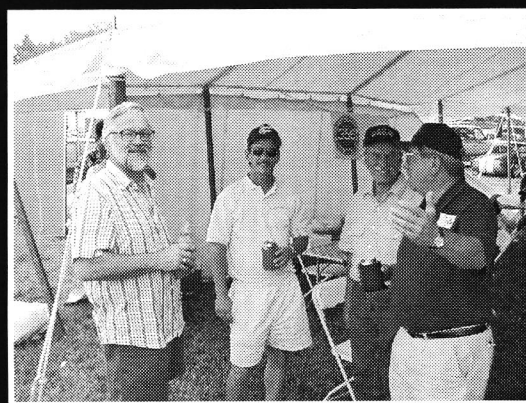
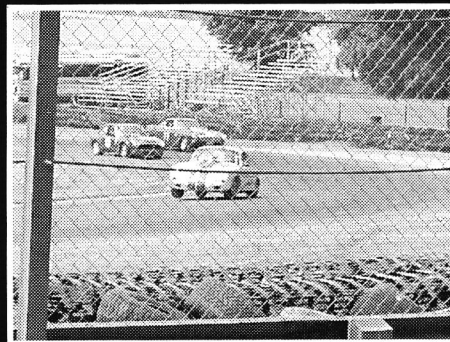
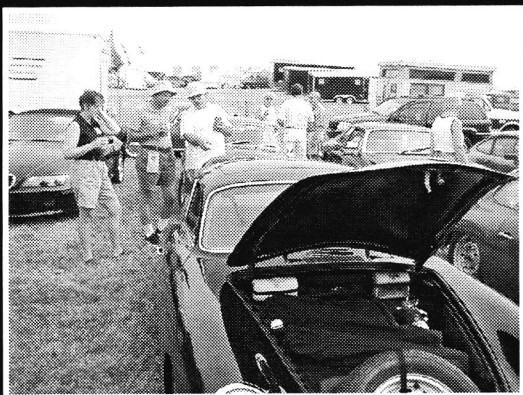
The cost of an interior is significant and to expect the owner to "accommodate" is not realistic. The owner is expected to pay top dollar which justifies their high expectations. The commitment to consistent high quality seems to be missing. So if you move forward, have a definite understanding as to expectations. As freelancers they are doing it in their spare time, so they can't always react to your schedule. Again be prepared to wait. Or be prepared to pay to go to the head of the line.

Your option is to send the seats out to Autos International and have a reputable shop put in the carpets and headliner or top. I've heard that one of our local interior gurus doesn't want to install a padded Cabriolet top. It's too demanding and access to the proper materials is difficult. That's where the decision to go to the recognized expert-Autos International, Time Machines, RM Classic Restoration, is worth the price of admission.

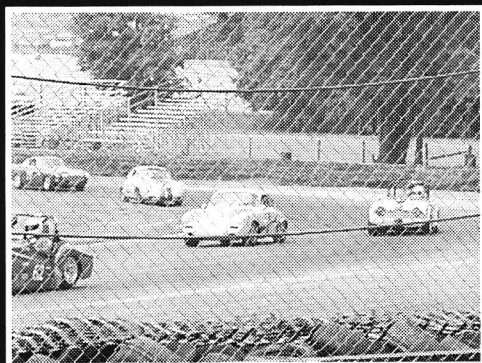
Can you be the "general contractor"? Most of us do it that way. Most of us have to do the job on a piecemeal basis. When the bonus money is in the cookie jar then you take on another phase. Sometimes we do it backwards however. The major restoration shops and collectors indicate that it's best get all the mechanical stuff done first and save the paint and interior until last. Then the opportunity for scratching things is significantly less.

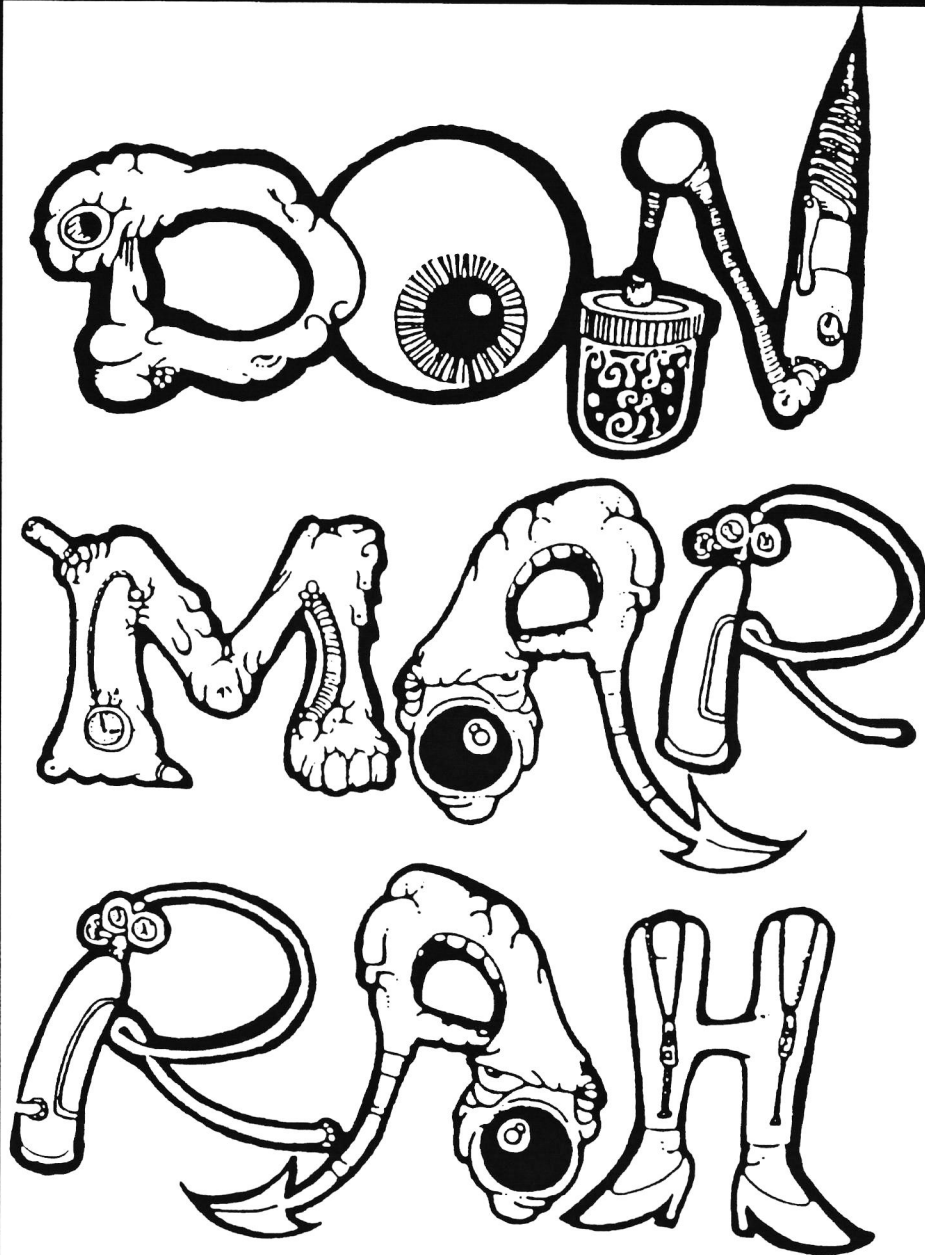
After you've completed the car the correct answer to the question posed above, is to drive it. The miles don't make any difference to a knowledgeable buyer. In fact cars that sit are cars that usually have lots of problems. The

(Continued on page 20)



**Scenes from
the Mid Ohio
Vintage
Gran-Prix
and Saturday
night BBQ.**

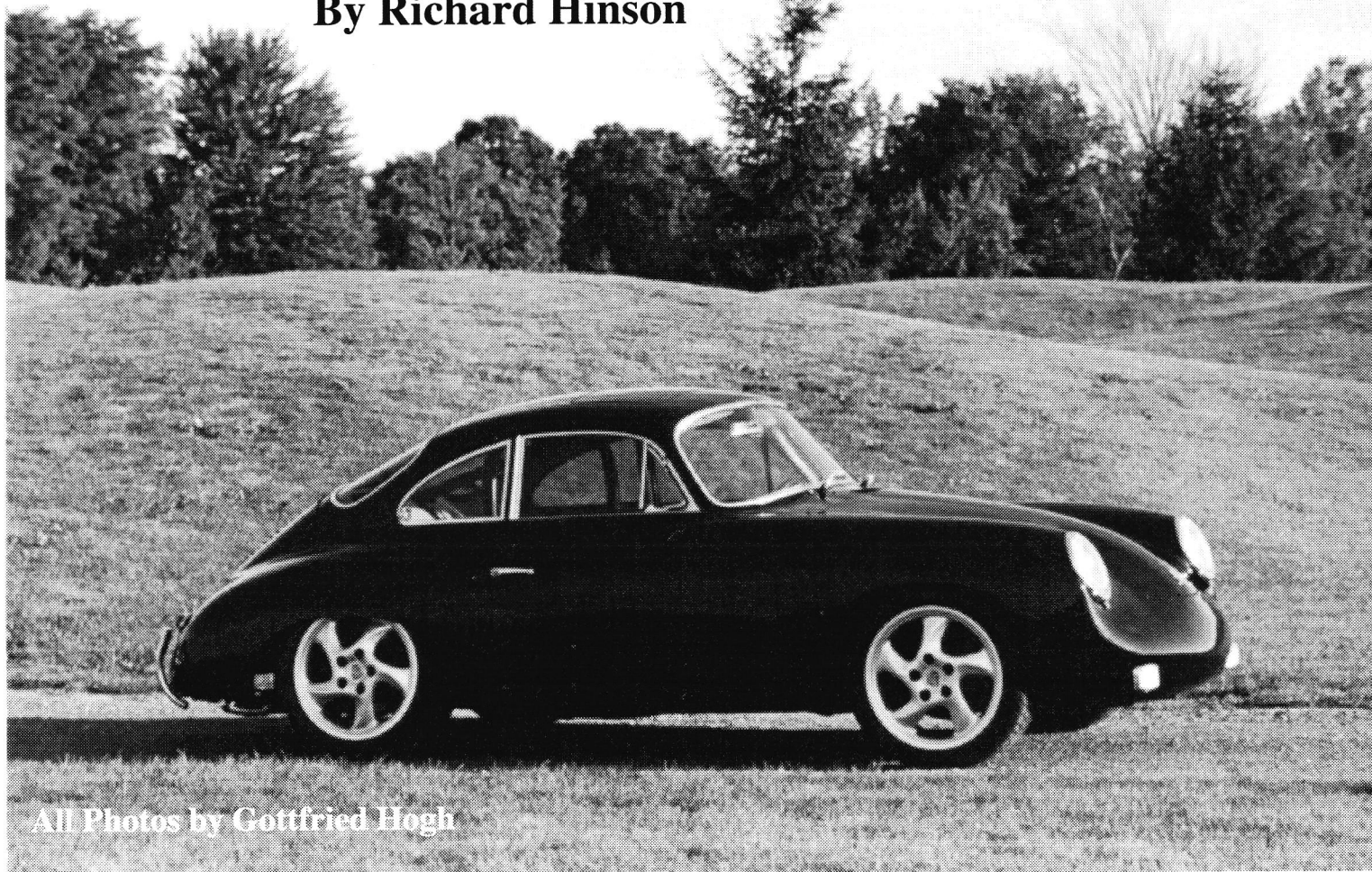




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There's A New Outlaw In Town

By Richard Hinson



All Photos by Gottfried Hogg

When jaded 356 cognoscenti see Jack and Bonnie Hagerty's 'Outlaw,' most do a double take. Even those who have spent time at a Meadow Brook Concours d'Elegance ogling extraordinary Packards, Bugattis, Duesenbergs, Ferraris, Alfas, Jaguars and the like are entranced by the integrated subtle flow of line that this gleaming black '64 SC Sunroof Coupe has.

As Dave Hinz opined, "It raises the bar on the presentation and execution of an Outlaw."

For the last four years Hagerty would

sit in front of the TV with his stack of old car magazines clipping pictures of cars and design elements, that he liked. The 'inspiration' file was embellished with photos that he took of cars at events he went to. He made detailed notes after conversations with people he met at club events.

Hagerty, long a Porsche devotee, had initially been smitten by the feature on Gary F. Emory's breakthrough Outlaw in *Excellence* Magazine back in the early '90s. For years he had been impressed by Lou Livengood's race car. It had been subtly massaged to accommo-

date wider race rubber and lowered to enhance stability. It looked purposeful, clean, elegant, was well turned out and went like the hammers of hell. The dark blue color made the lines more subtle, more flowing. And Toby Toburen's very European Outlaw, with the folding top, covered horn grills, fog lights for turn signals, single grill deck lid, center fill gas cap, 911 SC fender flares. Toby showed just how far you could push the envelope. Then there was a 911 powered, heavily massaged Fjord green A coupe with Mini-light wheels from New Hampshire that he spotted at the vintage race at Mid-Ohio a couple of years ago. It was to

die for. Even the sound system was extraordinary - enough to satisfy the most rabid teenager. Crowds clustered around it from morning 'til night, This Outlaw attracted more attention than the sleek E-Type Jag that sat two cars away.

Hagerty had joined the *356 Registry* several years before he had purchased the '64 Irish Green 356SC Sunroof coupe back in 1992. He heard the classified section would be an excellent resource for his search for a car. As it turned out he found the car much closer to home in nearby Rochester Hills. It was a nice car. Recently restored. Which means it was shiny but true to form wouldn't start when they went to pick it up. And of course it was raining and only one wiper on the passenger side worked which made the ride home a challenge. Oh yes, the brake performance made him thankful that he carried a sizable insurance policy.

He and Bonnie drove "The Irish Tenor" to many events. After several years of enjoyment it was getting a little tired looking and being fastidious Hagerty decided it was time to do something with the car. But when he started to review his options things got confusing. He was being yinged and yanged by his ever expanding 'advisory board'. There were those who said "the Kardex is the bible" and those that said, "let's see what you can do". The latter was an intimidating thought-whatever I end up with is a reflection of me and all the people who participate. It would be a lot easier to just follow the Kardex. But...

He liked the freedom that the California car mavens enjoyed with their cars. They seemed to have a lot of fun. And they had so many great craftsmen out there to do the work-guys he'd read about in the car books-Little John Buttera, Fat Jack, Gary

Emory, and Pat Crowley could turn a thought into magic. But back home who was there to help execute his evolving design vision?

So he continued to clip magazines, make notes, add photos and the 'inspiration file' grow thicker. He took more pictures of Lou Liven-good's '64 SC Coupe race car. Hagerty sought out the opinions of the old guard racers and tried out his ideas about the feasibility of undertaking surgery while still holding the sweet lyrical line of the 356 Porsche on the eclectic car junkies like Ron Roland, Don Marrah and Vic Skirmants.

Youk and he had talked car philosophy before. As Hagerty remembers, "Youk released me from the bonds of conscience. I would start my project guilt free."

Was it sacrilegious to cannibalize a real treasure like a '64 SC Coupe? Had the bloom gone off the Outlaw concept? It hadn't to him. Nor had it in California where the car mavens tweak and improve everything with impunity. Sebastian Gaeta told him that he thought outlaws were passe and it would not only be disrespectful to remove such a restorable treasure from the purists road but a damn waste of money. The Kardex is King. It may be, but it wasn't emotionally satisfying. Besides this was an SC Coupe, it wasn't a 550 Spyder, Car-

rera Coupe or an Abarth. This was an ordinary Coupe.

Hagerty had seen the pressure and tension involved in presenting a car for serious Concours d'elegance consideration. Once headed down that road he knew it would become more difficult to enjoy the performance of his car. The visceral pleasure would be gone. Clean is indeed godly, but driving can be surreal.

Fortunately, Hagerty asked one more friend before he took his own counsel. (Actually he was looking for unfettered support from one more source.)

Tom Youk had tipped him initially about the availability of the '64 SC Coupe that he had bought. Jack remembered that Youk and he had talked car philosophy before. So Jack went back to the well. As Hagerty remembers, "Youk released me from the bonds of conscience. I would start my project guilt free."

He decided after one more pass through the thick file, that he'd like to produce a car that would pay homage to the design flow of the early cars but capitalize on the details that would make it a delight to drive and tour in. He wanted to upgrade it visually and in the power train so that it would be considered outstanding by contemporary standards. He wanted an 'Outlaw'! And he wanted to make a statement about the quality of craftsmanship that was in his own backyard.

Over a two year period Jimmy Constas and Jack devoted hundreds of hours defining and executing the details-removing appendages and openings, getting rid of the traditional metal cancer, slicing and easing panels, lowering, selecting accessories-making it flow. Making it go. Fastidiously driven, he cut out pic-

tures of wheels and tires by the hundreds and put the resizing copy machine to the task of sizing the presentation into perspective. He really wanted a set of 17" 993 Technology wheels on the car. Wheels that said "future ... contemporary". Hagerty is a literal, practical gotta-see-it kind of guy. He may have taste and vision but he doesn't have the designer's eye and it was difficult to envision what some of these ideas would look like once they started. Obviously mistakes could get expensive. So he cut and pasted wheels, removed bumpers and trim pieces and blacked out openings.

He went back to Livengood and shot more rolls of Kodak to capture the stance of how he wanted his car to look. He and Constanas spent hours with Toby Toburen to pick apart details of the various cars they had seen. To them, many, too many "Outlaws" seemed to be a collection of singular ideas rather than an integrated theme. The collaboration was

determined to produce a car that looked like every idea belonged. Every decision was influenced by what Hagerty had seen that he liked and anything he saw that didn't "raise the bar" was eliminated. It had to be clean, smooth, the car had to flow. There were enough Outlaws out there that were predictable.

Then they started their list of who might be best equipped to furnish various parts. They decided on an aluminum single grill deck lid with additional louvers for cooling. It was the first one that Bob Kann at GT Werk had made for a "C". Toby offered his help in fabricating the, roll bar and customizing the gas tank.

They figure it took better than two man-years of effort to put it all together--that's after his two years of planning and asking questions. The interior alone took Steve Howard from Jackson 5 months to produce.

They ordered yards and yards of Naugahyde, (yes, naugahyde!) and yards and yards of carpet and headliner.

Jimmy "the genius" Constanas-as Hagerty now deferentially refers to Jimmy-worked and reworked, designed and fabricated custom parts that made various details unique.

Check out the turn signals and running lights that are nestled in the headlamp buckets. That took two weeks of refining before they had it. A slice of tubing cut at precisely the right angle and a lens ground down precisely to fit. Once the idea jelled, it was greeted with a boisterous, "Of Course!"

And the polished Carrera exhaust system ... it has a full, rumbling, rich deep sound, a purposeful look and it *adds* horsepower. Even the dump tube is slightly flared to give it more flair. It's the result of about six weeks work and three different



The car is all business from the rear. Note custom exhaust system.

Clockwise from top right:

Is this how Porsche would style a 356 Today compared to its counterpart behind it?

Single Grille decklid with Carrera style louvers.

Cockpit is smooth, clean and fresh looking.

5 point racing harness keeps you in your seat.

Rear storage compartment!!

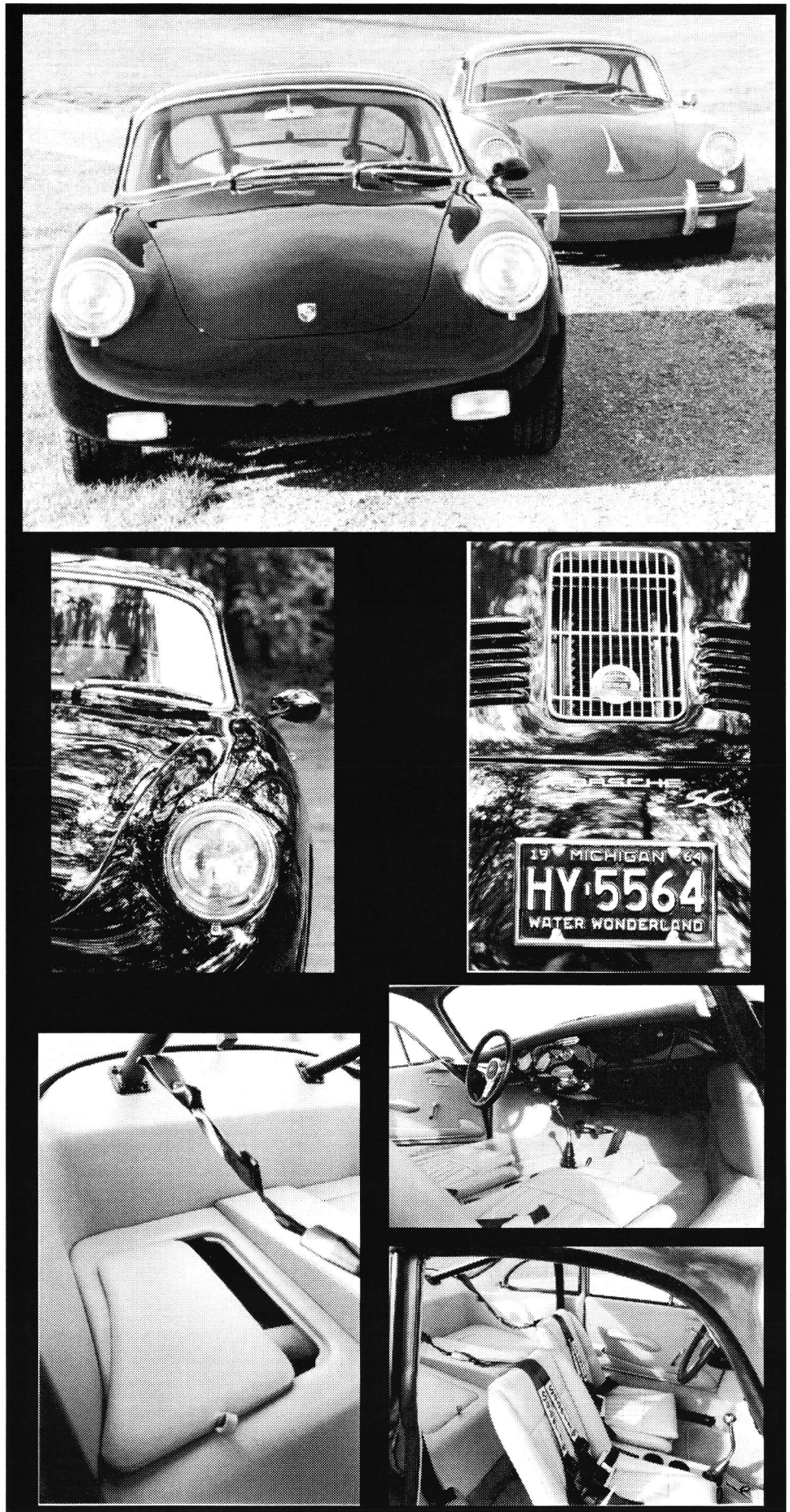
Turn signals are integrated Into the headlight buckets.

prototypes after measuring the one that Neil Goldberg has for his Carrera Coupe. Conostas has already found that there is a demand for this exhaust system. Great look and never so loud to be intrusive on a trip.

When you compare a stock coupe next to the Outlaw you see how many details have been changed. As if they didn't have enough photographs, Gottfreid Hogh of Ann Arbor offered to shoot Sebastian Gaeta's red '65 C Coupe juxtaposed to the Outlaw for comparison purposes. Admittedly it is very hard to capture on film the subtle changes in a black car. However, it's amazing how a good photographer can highlight how a slice and wedge here, dozens of subtle changes there and lowering it 3" really clean up the car. It also points out how tastes become more sophisticated over a 35 year period.

That is perhaps most apparent when you open the door. The neutral sand interior is stunning. The design flow criteria is continued throughout the interior project. The dash wraps around the A pillar blending gracefully into the door panel. (An inspiration that came from the Lincoln Mark VIII's.) The area immediately behind the seats has been converted into custom storage compartments. The compartment access panels themselves are shaped so that they present the illusion of being a compound curve. And they are very useful. Hagerty is able to house cameras, purses, a polishing kit or as one wag suggested it'll hold enough ice to cool a case of Warsteiner Ale.

Please note that a single piece of leather in the back wraps from the B pillar to B pillar. The door panels are all one piece of naugahyde, simplifying yet expanding the presentation. The arm rest and storage bin are positioned perfectly for Hagerty.



The area between the customized 914 seats houses the stereo, CD changer and a pair of cup holders. The carpet and headliner matches the Naugahyde and suggests that the Hagerty's will add a pair of driving shoes that never leave the car. Or perhaps he has discovered how to remove grease and grass stains, easily from that lush sand carpet.

Preps-all, you say?!

The budget. HA! When you start such a custom project, keep your checkbook handy or recruit your friends. How do you establish a firm budget when there's so much custom work being done. As Bonnie Hagerty recently told her friend who wondered if they were spending much time at their cottage this summer, "Cottage, we're driving our cottage. And I love it." Like anyone who undertakes such a project, save your stomach lining and decide early in the project to put the receipts in a box and some

time later-make that a minimum of three years-dig out the box and run a total. And hope that the market has enjoyed I spurt of growth. Candidly, the cost to accomplish this was significantly less than I would have expected. May I suggest that it was less than doing a

The budget. HA! When you start such a custom project, keep your checkbook handy or recruit your friends.

first-class restoration project to compete with other Concours participants for a top award.

The response to the car has been over the top. Knowledgeable car people of all types, not just 356 Porsche people, keep coming back again and

again to discover another detail that they had overlooked. One of those was the most fervent nay-sayer about the wisdom of transforming a perfectly good 356 into an Outlaw-Sebastian Gaeta, our editor and publisher of Auspuff Roar. How do those lyrics go, "Just one look..." He flip flopped on his well reasoned opinion, This project was indeed an extraordinary transformation. It deserved the official designation "Outlaw" that Gary Emory bestowed upon it. I believe the word "transfixed" comes to mind is Sebastian discovered the many subtle changes that had been wrought, Hagerty smiled as he whispered to Sebastian, 'Ain't it a gas! And to think that the work was done by our friends. Local craftsmen. Eat your heart out California."

The major contributors included: **Jimmy Constas** who headed up the project making significant contributions in design, fabrication and paint; **Toby Toburen** who fabri-



cated many important elements and shared his candid opinions;

Vic Skirmants worked his magic gleaned over 30 years, and provided a reliable 140 plus HP engine and transmission (done before Hagerty started the project);

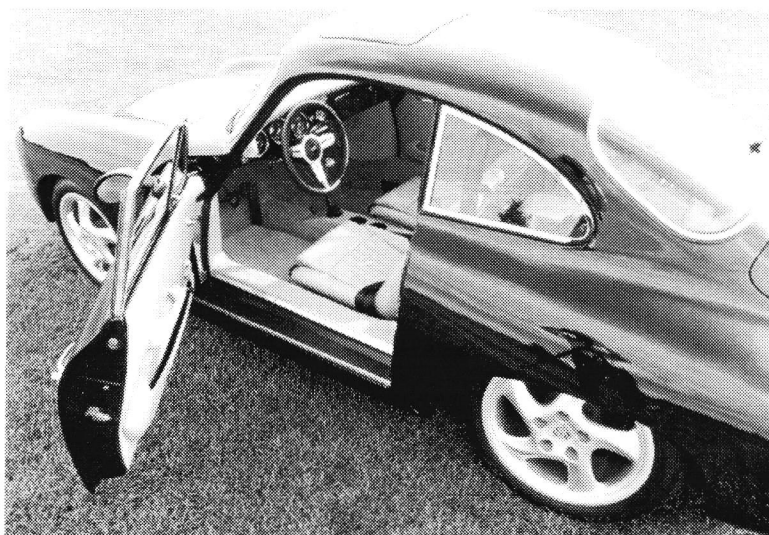
Ted Dunham who provided not only sophisticated counsel and hard-to-find parts from his private stash but handled the engine and engine compartment detailing, and; **Steve Howard**, the virtual stranger from Jackson, who produced the very sophisticated interior. His contributions were beyond our vision.

And most welcome and appreciated by all was the patience, encouragement enthusiasm for the project by **Bonnie**-wife of 23 years.

She turned all the ups and downs, the doubts and introspective questioning into rolling moments of excitement.

When asked if this was to be a garage queen coming out for special sunny day functions. Hagerty blew smoke my way and said, "Moments after we finished it up we jumped in and drove to Mid-Ohio for the vintage race and soiree to cheer for Vic Skirmants, John Chatley and Lane Malley, and give the folks there another car to ooh and aah about. It's where we saw the New Hampshire Coupe and where we hope we'll inspire someone else to make their own statement."

It would appear that Jack and Bonnie Hagerty are intending to enjoy their sleek 356 and indulge in an adventure soon. I passed along the entry form for *The Kickapoo Joy Ride* and suggested that it was nearby, inexpensive and they'd make new friends. Best of all, the event offers a great driving experience-the roads are smooth and have lots of elevation changes. Perhaps we'll have a report from them in an upcoming issue of *Auspuff Roar*.



Basic Exterior Rubber Kits

Sold in kits or individually. When ordering an entire kit ask for the '62-'65 Cabriolet or Coupe rubber kit. Other years and models available.

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644-531-901-00	DOOR SEAL	4.70
644-531-911-22	DOOR SEAL	4.70
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644-542-901-26	HARD CHANNEL	5.25
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644-551-115-00	STEP PLATE	7.05
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644-631-114-00	HEADLAMP SEAL	4.05
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644-531-924-00	DOOR SEAL	26.00
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644-631-115-00	HEADLAMP SEAL	3.50
644-631-114-00	HEADLAMP SEAL	4.05
NLA-731-003-01	MIRROR GASKET	3.00
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NLA-703-001-00	GRAY BUFFER	0.95
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NLA-731-517-05	GASKET	6.25
644-631-495-05	PROFILE	1.05
644-201-277-06	GAS FLAP	6.00

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Motor Cities Gruppe teams up with SMR to tour R&M Classics in Chatham, Ontario

 number of our members had the opportunity to joint the Southeast Michigan Region, PCA group that toured the R & M Classics restoration facility in Chatham, Ontario, just a short 1 1/2 hour trip from Troy. Nearly sixty of us headed across the Ambassador Bridge and on to the 401 to Chatham and R & M. I must say that everyone seemed very impressed.

R & M has been around since 1978, always in the Chatham area but they just moved out of four separate buildings in town to a 60,000 square foot facility just off the 401 at Hwy #40. Along with doing Pebble Beach and Meadow Brook quality work (they have had numerous winners in both of these events), they also stage the classic and antique car auctions held in conjunction with the big shows at Pebble Beach, California; Amelia Island, Florida; Meadow Brook and others throughout North America. Also, they have large showrooms in downtown Toronto and Ypsilanti where they sell fully restored classics and antiques. All together, their total revenues in 1998 were some \$54 million, and that's US dollars!

The first thing we saw upon entering was their display area where they have about thirty to forty cars, both fully completed and some that were waiting to enter the work area. Also in this area were some cars that we consigned to their auction sale to be held in Troy this July. There were a couple of XK 120 & 140 Jags, a Cadillac V-16 Convertible Coupe, Carroll Shelby's Aston Martin, a Gullwing Mercedes and a bunch of top-

notch American Iron that would cause apoplexy to a kid from Woodward Avenue. In another room was a Watson Indy Roadster, the fully "lay-down" model that looked so strange when it first appeared in the early 60's, it is awaiting its turn in the shop. There were a couple of cars that looked beyond-hope but their owners have an emotional attachment to them and are willing to spend the bucks it takes. Can you imagine such a thing???

In the assembly-shop were two Duesenbergs, a few Packards, a Tucker, a Mercedes Cabriolet, a Chrysler Town & Country woody, a couple of Lincoln Mark 11's, a Jag XKE and a couple of others. In the back room, they were fabricating a new aluminum body for a Duesenberg and there were a couple of bodies that were work-in-progress. R & M has their own upholstery shop and can obtain horsehair and German materials for the truly authentic work. They do all of their own mechanical work and can "whittle" any part that can't be found by their in-house parts people. In another section of the shop are two state-of-the-art paint booths, one for only primer and

the second for final paint. They have a separate "cleanroom" for paint mixing and a totally separate room for any sanding or grinding that needs to be done. It is obvious that these folks and their 28 artisans who man the shop are very serious about their work and their reputation as one of the world's premier restoration facilities.

But Clark Ferguson, the General Manager, and Al Sterling, the electronics wizard, are quick to point out that they can do complete turn-key work or any of the smaller tasks involved in restorations. They were performing some mechanical work on the Mercedes; electrical work on the XKE, wood and upholstery on the Town & Country and the rest appeared to be total jobs. While not many of us are in the market for a total, no-touch turn-key restoration, it is comforting to know that a facility with that capability is so close by. They have done only limited Porsche work, so far but would love to do more. I am confident that they could do as good a job as any shop I have seen, they know about researching work before starting and they aren't afraid to ask experts for help. And best of all with the

(Continued on page 20)

R&M Classics has just opened a new sales showroom in Ypsilanti, MI. As of September 1st their 25 plus car inventory included a '48 Jaguar Drophead Coupe, a '34 Packard convertible, a '59 T-Bird, an Indian Roadmaster motorcycle, four or five muscle cars, and a '63 VW Bus, all restored to the highest of standards. I work only about a mile from the showroom so if you get the chance, call me at 734-544-2230 and we can stop by and tour the facility. After that we can drop in on Jack Miller at his last known working Hudson Dealership and the ever expanding Ypsilanti Heritage auto museum. From there we could stop and have lunch at Tucker's Café, owned and operated by Preston Tucker's Grandson, which is filled with some rare and perhaps never before seen Tucker memorabilia. Believe it or not, Ypsilanti is a Happenin' place in the car collector world! Sebastian Gaeta

(Continued from page 9)

Tart up the Tub

seals dry out and fuel left unprotected by a skirt of Stabil turns to varnish or jelly. Brake systems deteriorate. Clutches bond to fly wheels. And perhaps most telling, you haven't had any fun, which was the reason you gave yourself and spouse about why you wanted it in the first place. Drive it. Do rallies in it. Tour in it. You'll meet more people and experience some fantastic scenery. And have a lot of fun.

The Skirmants are taking their C Coupe out to Arizona to participate in the West Coast Holiday. I hope the Dunhams have the time to do that too. And the Hinz. And Riveras. And the Denyers. And the Beechers. And the Hagertys. And the Petersons. And the Goldbergs. And the Gobbas. And the Zamlers. And the Leydorfs. And well all of you who opted to invest in a tub in the first place ... especially Gerald Van Vleit and Lew Moorman!

Hey, it's like Dr. Ruth says, if you Don't use it you lose it.

(Continued from page 19)

R&M Classics Tour

favorable Can / US exchange rate, their rate is a very reasonable \$38US per hour.

If you are ever in the area, they would love to show you around. We will try to put together another tour in the not-too-distant future because now that the word is out, I know there are many others who would like to see this facility. Some from this trip would go back again, as well.

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WANTED

It's been so long since we've seen this man that his name escapes us. This fuzzy picture is all that we have to remember him by.

Last known whereabouts were Palm Desert, California, but he still holds a permanent address in Owosso.

Before he went "underground", this man attended each and every 356 event known to mankind. He even hosted the Motor Cities Gruppe summer picnic about five years ago.



He is considered to be armed with many good stories and extremely dangerous, as he pays his dues every year but has been AWOL from events for quite a while.

Anyone with information leading to this man actually showing up at a 356 event outside of California will be rewarded with a complimentary ride in Jack Hagerty's "Outlaw".

If you have any information about this man at all or know of his current whereabouts, PLEASE CALL:

1-800-WHERE'SFRANK

(Continued from page 3)

PRESIDENT'S LETTER

Malley on the track representing Porsche. Lane may not have had as much fun as the others as he was hexed by electrical gremlins on Saturday. A rather violent storm stopped the races for a short time but after the delay, Vic Skirmants won the race by a wide margin in his silver and blue coupe.

It was necessary to rise early on Sunday to utilize the special car club parking that was included in the pre-registration. The car club parking area is the best spot of all the event lots and well worth the effort to purchase advance tickets. The Tour d'Elegance committee does a good job in organizing the car show at Waterford as well as the club parking at Meadow Brook so you can enjoy driving your car to these events. It was a beautiful day for the Meadow Brook Concours d'Elegance. With fewer people arriving early we were able to

really look at the cars at our leisure. As usual, the examples of automotive history on display were magnificent. It was disappointing to see only one Porsche at the event which was Gary Kempton's Gmund Coupe.

We realize that last years event was Porsches 50'h anniversary and there were more examples displayed than usual. It appears, however, that whomever did the selection this year all but ignored our favorite marque. The Meadow Brook event is certainly a prestigious event at the high end of the automobile spectrum. Yet, I've come to realize that Meadow Brook is not my favorite event. Maybe it's the roped off circles containing a select group of cars and owners that never seem to interact with the spectators. Or, it might be that many of the cars don't appeal to me, so expensive or rare that they are only driven from the trailer to the field. I always wonder about the selection process as you often see the same

names in the program year after year, obviously people that can afford large collections or know somebody.

I'm happiest, say, in the parking area of our 1998 Holiday at the Somerset Inn talking to fellow 356 owners that enjoyed driving their cars to the event, or at Barb's Mid-Ohio BBQ, the Gruppe Spring Tour, or at one of our picnics.

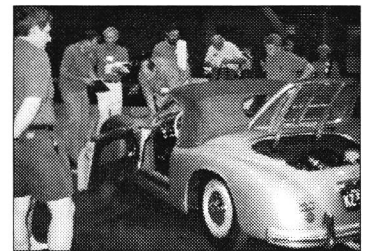
We can look forward to some good times the rest of this year-the Fall Color Tour up north in October, Meeting with the Ohio Tub Fanatics on Ferry Porsche's birthday, Bill Toburen's garage tour the day before, our membership social meeting in September and of course, our Holiday party in December.

We look forward to seeing all of you. You can really make me happy by attending these events!

Dick Beecher

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185/70/15 VR Rated Tire Update

There's been a run on 185/70/15 tires at **Discount** Tire in Novi.

Actually, there's been a run on these tires all across the country.

By mid-July there were four Yokohama A-321 VR 185/70/15 in Dallas and two in southern LA. Six tires in total! More and more 356 owners have been scouring their tire dealers to find an original option size rather than go to the 195/65/15 series tire. Seems they wanted to be able to fit the same-size spare in the trunk with ease rather than jamming it in that small space. And they got nervous every time they loaded the suspension and heard the tires zing inside the wheel well. Visions of a twisted fender lip comes to mind.

When an inquiry was made about inventory and long-term availability, there was a hodgepodge of answers. The rumor spread that Yokohama had blown out the current production at a cut-rate price and wasn't intending to produce any more. That is incorrect.

John Schwartenberger, manager of

the Novi Discount Tire outlet and long-time supporter of Porsche owners, went to the manager of Yokohama production and learned that the next production run is scheduled to be completed by late August or early September. Schwartzenberger has committed to a container of Yokohamas for our use. They should be in his hands by mid September. Still time to enjoy the fall with a set of new, very delightful riding and performing tires.

He did however ask that those who are interested to please call and get on a list so you won't be left out in the cold. There's already a fairly long list.

Remember this size was used by other marques as well, so there has been a demand from other sports car aficionados for their cars.

If you'd like, I'll put the list of names, phone numbers, and quantity desired together and forward it to Schwartzenberger.

Regarding the space to fit the spare.

I asked John to fit a 135 / 70 space saver on a 4.5" chrome rim. It leaves you with plenty of room for jack and tool kit. That was a tip from Neil Goldberg. Personally, I'd still order a 5-tire set should you cut a tire and need to replace it.

What about the ride, handling and performance ... they provide a very comfortable ride, are quiet and have very good grip. They aren't so sticky that you're putting extra wear on your suspension bits. But I doubt that many of you are driving that hard regularly. Skirmants will give us the results of his long term test after he gets back from his meandering trip to the Arizona Outlaws West Coast Holiday being held in Sedona, Arizona. It's taking him through the national parks from north to south. His two week's sojourn will definitely be a splendid test of whether they're suitable for high speed runs, mountainous switch backs and still provide a comfortable ride.

What are the alternatives? Many manufacturers produce 195/65/15 or 195/60/15 sizes but are experiencing wheel-well rubbing and/or can't fit them in the trunk without all sorts of machinations. The price for these ranges from \$65 to over \$200, depending on speed rating and rubber compound.

Goodrich and Michelin make a 185/70/15 as well. The Goodrich is more for racing and carries a \$35 premium over the Yokohamas and the Michelin is part of their "vintage" tire program that is being sold exclusively through Coker Tire. The price point for those is \$234. Great ride but you will have about \$1,300 in a set of wheels and tires.

For the money, the Yokohama product is a great value and worth the short wait.

"The rumor spread that Yokohama had blown out the current production at a cut-rate price and wasn't intending to produce any more. That is incorrect."

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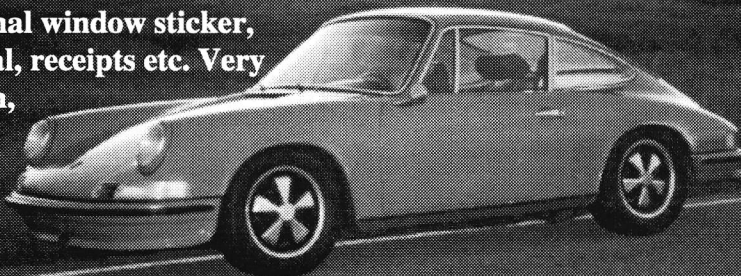
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