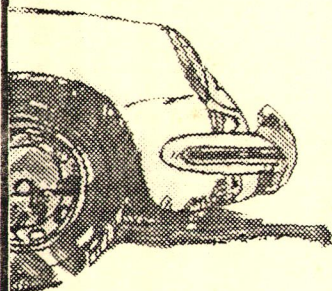
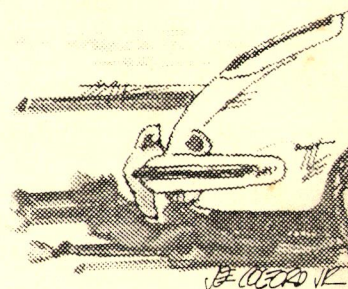


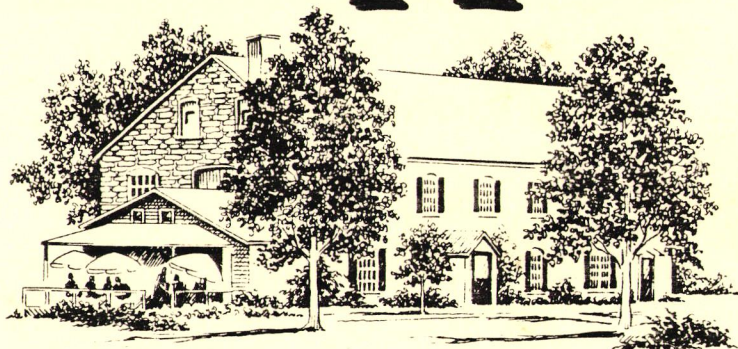
356 MOTOR CITIES GRUPPE NEWSLETTER



FALL COLOR TOUR



MON AMI



RESTAURANT & HISTORIC WINERY

FINE PEOPLE, FINE FOOD
& FINE



CARS...



FALL 1992



Greetings--How quickly we reach the last part of the driving season. For Bonnie and me this is our favorite time of the year. Still plenty of driving days left. Put on a sweater and enjoy the sunny but cool colorful days of fall.

Several major events left in the 356 Gruppe schedule. The East Coast Holiday in the Allegheny Mountains of West Virginia sounds exciting. The Motor Cities Gruppe will be represented with 8 to 10 beauties, winding there way through the countryside.

The Fall Color Tour in October to Sandusky, Ohio is sure to be a real winner. Barb Skirmants has spent alot of time and effort planning the tour. Each stop has several attractions, as to offer something for everyone's interests. If you can not stay overnight or drive the complete route, PLEASE join us for part of the trip. We will be inviting the 356 Registry members in northern Ohio to join us. You may see some new faces and cars or reaquaint with old friends.

Bill and Jean Demeter have offered to host our annual Holiday Party this year. Date and details will appear in the next newsletter.

.....See you ALL soon.....

Fred Sheill

NEW BOOSTER FUND SUPPORTERS

Tim Walls
Bill Rohrer
Michael Robbins (Indiana)

CALENDAR OF EVENTS - 1992

Sept.4,5,6	356-East Coast Holiday, Snowshoe,W. Virginia Contact Randall You (919) 299-4466
Oct.24/25	Fall Color Tour to Sandusky, Ohio area See center-section
December	Holiday Party ----Bill & Jean Demeter Date to be announced

Note: It is not necessary to drive a "356" to participate in any events; only "Faithful" to the 356 cause.

SOME PEOPLE HAVE ALL THE LUCK

In 1972, Tim Walls was searching high and low for a good, used affordable Porsche. He found an orange '69 911T Targa that looked to be in good shape, but the \$6,000 price tag was a bit steep. "I thought I'd never in my life pay \$6,000 for a car" Tim told me with a laugh.

Then, in the Detroit News, Tim spotted a 1956 Speedster for \$1,800 and went to check it out. The owner was going off to college and had to sell it for tuition (for his sake I hope he was going to medical school). Tim, being dedicated to advanced education, offered him \$1,500 and became the proud owner of a running, midnight blue Speedster with red shag carpeting and no bumpers.

Since trim and mechanical parts were scarce in the early 70's, Tim drove the car in this condition for two years and then repainted it red. By then he had discovered Stoddard's and was able to keep his car in decent shape, although the red shag carpet remained.

In 1977, Tim was at Waterford Hills watching the races. He recalls an event that changed his ability to maintain his Speedster from that point on. "Some kid had left his father's business card on my windshield advertising Porsche 356 parts and repair," recalls Tim. "Since I had never even seen another 356 on the road, I decided to see who this person was. When I arrived at his shop, I was amazed to see so many 356 parts in the same place. We struck a deal and one Vic Skirmants rebuilt my engine with a big bore kit etc., for \$500! A couple of years ago, I show the receipts to Vic and he told me that gasket sets cost more than that today," recalls Tim.

In preparation for the East Coast Holiday in '88, the Speedster received new rocker panels, floor pan, top and interior. "I did the top myself and was surprised at how easy it actually was to install," says Tim.

The finishing touch of a new red paint job was done recently by Tim and a friend, which turned out great. For those of you who have not had the pleasure of seeing Tim's car, just show up at the next Motor Cities Gruppe event, as he is usually there.

The most ironic part of the story, Tim says is that "for ten years, the only other 356's I saw were Vic's", and for him to come across the Speedster only by chance, instead of, say a Karmann Coupe, was definitely the college student's loss and Tim Walls' gain.

Tim is definitely proud of the car (as anyone who owns a Speedster should be), and understandably only drives it to 356 related events or the occasional nice weekend.

Next time you see Tim, be sure to ask him about his car and the story behind it. It's certainly worth hearing again.

....by Sabastian Gaeta



"CARNIVAL OF CARS"

Over 700 cars were on the grounds of the G.M. Tech. Ctr. for this event. Entries ranged from a 1936 Auburn Boatail Speedster to a 1985 Rolls Royce Corniche.

This year our "356" Gruppe was represented by Bill Toburen's 1963 Cabriolet, Tim Walls' 1956 Speedster, and Ted Stanek's 1955 Speedster.

This year each participating club was judged individually, with awards based on the number of cars registered and judged. In our group the "Elder" Speedster was the class winner by a narrow margin.

With the wide variety of automobiles, an automobile swap meet (no 356 parts to be found), and a beautiful day in June it was a fun filled and interesting day.

.....Ted Stanek.



Bill Toburen and Tim Walls --- "Was this settled in Barcelona....?
 ...lack of T.V. coverage.



1992 PORSCHE PARADE
in San Diego

photos.....Tom Youk



Did You Ever Wonder Why?

Did you ever wonder why most Porsche cars are red?

. . . people who drive pickup trucks say "Porsch"?

. . . Porsches' rust?

. . . all the Porsche magazines come on the same day?

. . . you have to make sure your heater works in June?

. . . 356's kill more bugs on their nose than Raid?

. . . Speedster owners carry towels with them?

. . . there are no more places that make vanilla phosphates?

. . . Waterford's Vintage Races aren't as good as Mid-Ohio?

. . . people yawn while watching Triumph's Race?

. . . the Porsche God's would let a pin fall out of a fuel pump?

Did you ever wonder why you feel so good when you drive with a bunch of GREAT people in their 356's?

I DO!!!!!!

-- Tim Walls



— 356 MOTOR CITIES GRUPPE FALL COLOR TOUR —
SATURDAY, OCTOBER 24, 1992

Join us for a weekend of "PSEUDO" California touring, wine tasting, gourmet dining, socializing and antique shopping all within 90 miles of Detroit. We are headed to Sandusky, Ohio along the Lake Erie shore line, in the area of Cedar Point.

The jumping off point is the Pier House Restaurant, located 1/4 mile East on LaPlaisance Road off exit # 11 on I-75 at the Monroe, MI outlet shopping exit. We ladies all know it well!! Lunch is scheduled for 12 noon, we will order off the menu. We will be leaving shortly after 1:30pm for Sandusky, OH so please be prompt.

Our first stop is Steuk's Country Market & Winery, located at the intersection of Ohio Route 2 and Fed Hwy 6 just West of Sandusky, Ohio. I estimate it to be about 65 miles from Monroe, MI. and our eta is 3:30. Steuk's is a country market with a fresh bakery turning out apple fritters, fresh cider made on site, and their own wines and champagnes. Dress warm-- its outside. Located just across the intersection is Firelands winery, where we can continue to sample their local wines and champagnes. Both locations close at 5:00 pm

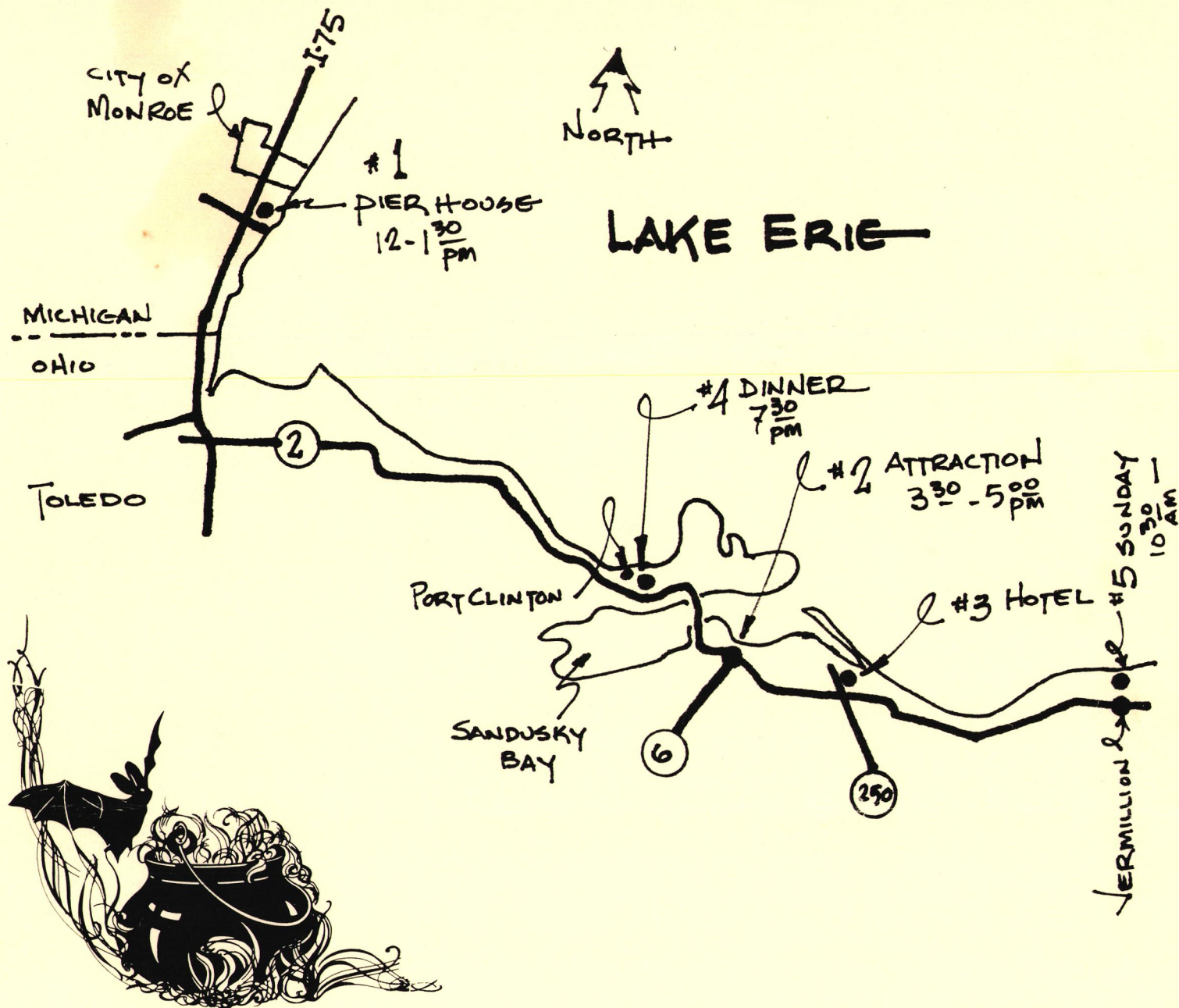
I have reserved 18 rooms pending further info from you folks at the Sheraton Inn Sandusky. I chose the Sheraton for its accessibility, plus it features an indoor heated pool, whirlpool, sauna, in a large open area that will accomodate our socializing. The rate is \$42.75 plus taxes for a double. The Sheraton is located about 1 1/2 miles North of SR 2 on SR 250, in Sandusky, Oh.

Dinner is at the Mon Ami Restaurant & Historical Winery, located just outside of Port Clinton, they expect us at 7:00 pm. We are going to be treated with reserved front parking to display our little babies properly. Then its on to a private Winery tour and tasting; there is a \$1.50 charge for the wine tasting. The Mon Ami was constructed in 1872 and today produces 26 varieties of wines, from a Catawba, to a Cabernet Sauvignon, however, they are most famous for their champagnes. Dinner is a buffet scheduled for 7:30pm, and features Top Round of Beef, Snow Crab, a fresh local fried fish, a home made chicken dish, ham, and two Grandma Zappone pasta dishes. A full salad bar, potatoes, fresh vegetables, ice cream, and coffee are included in the cost of \$22.00 ea which includes the tax and gratuity. Each couple will be responsible for their bar bill. The dinner will be on one bill so please be prepared in cash or prepay with a check to me with your reservation.

Sunday morning breakfast buffet will be served for our Grouppie at the Sheraton. It will include scrambled eggs, bacon, hash browns, french toast, and fresh fruit, assorted pastries, and your beverage. The cost is \$7.75 which includes the tax and gratuity. Breakfast is scheduled to start at 8:30 am and continue to 10:00 am.

Then its on to shopping in the local antique shops. Some of us will be meeting on the waterfront at McGarvy's in Vermillion for lunch on Sunday afternoon; no schedule for this. I will have an info pack ready for each car on Saturday morning with maps and brochures of all local attractions.

Now for your part; I need your reservations as early as possible in order to acquire additional hotel rooms in our bloc. Vic and I will be racing at Road Atlanta for the Run-Offs from October 9th to the 19th. Please notify me early of your intentions. I will gladly accept post dated checks for the dinner and breakfast, that would be a big help. You can call the Sheraton direct for your reservation at 419-625-6280, you must identify the group to get the rate and room bloc area. Please let me know if you reserve your own room so I don't over book on my Visa.



Barbara Skirmanta
27244 Ryan Road
Warren, MI 48092

313/ 558-3692 my own phone or you'll get Vic at 575-9544

Please reserve:

Sheraton Inn Sandusky, Ohio _____
or call direct 419-625-6280

_____ dinners at Mon Ami @ \$22.00 ea _____

_____ breakfast Sunday AM @ \$7.75 ea _____

names _____

address _____

city/ state/ zip _____

SLOW CRANKING 356 ? - by Phil Planck

If you own a 356 or 356A you may find this article very helpful. If you own a 356B or 356C you may still find this article helpful.

Seven years ago I bought a 1955 356. While I have owned European "sports cars" since 1964, this was my first Porsche. Unfortunately the original engine was in pieces and substituting in the 356 was a close cousin 1961 VW engine. Last year the correct engine was finally completed and reinstalled. Three hundred miles later we began a 3000 mile trip that included the East (Coast?) Holiday. The biggest pain during this trip was slow cranking which meant slow and hard starting. This phenomena had not been exhibited with the VW engine, even though the same starter was used along with a new bushing in the transaxle case. This was the third VW powered vehicle I had driven and in all of these the engines started after very few cranks on the starter. At this point the 356 engine, even when cranking at normal or decent speeds does not start almost instantly as have my VW engined vehicles. I'm not sure if this is typical 356 or not, but if your starter cranks slowly and you also have to crank more than a little to start, you too will have a big pain.

After returning from the maiden voyage I had a list of about ten items that needed attending to on the 356. At the top of the list was to get decent cranking out of my starter. If you are getting bored with this story or are impatient I will list the three most helpful items in acquiring decent cranking from your 6 volt 356.

1. Install a 356B or 356C starter.
2. Make and install a custom transaxle bushing.
3. Install a Exide 625 amp battery.

That's it. This should give any 356 that has the remainder of its electrical system (ground straps, connections, etc.) in good order decent cranking.

If you want to know why, read on. You will have to read the next paragraph anyway in order to know how to design your custom transaxle bushing.

Designing A Custom Transaxle Bushing

Bushing design for slow rotating shafts is supposed to have a bushing that is considerably softer than the shaft. To be specific 100 Brinell points less than the shaft hardness. I have measured the Bosch shaft hardness (Rockwell B 92) and replacement bushings from Stoddard (Rockwell B 26) and they meet the design criteria. However, even though this is supposed to cause most of the wear to be in the bushing instead of the shaft, I have measured the diameters of both my original starter shaft and my 356B or 356C shaft and they both were "considerably" smaller than the bore of new Stoddard bushings. This means that either replacement bushings are oversize or hard shafts still wear, especially after 35 years of use and corrosion.

Therefore you have to measure the shaft diameter of your starter in order to determine the custom bore size of your bushing. Use this formula to calculate the bore diameter of your custom bushing:

bore diameter (in.) = shaft diameter (in.) + .002 in. (shaft diameter should be about .49 in.)

The other dimensions you will need to give to your local lathe operator are:

bushing outside diameter = .651 in.

bushing length = .550 in.

bore surface finish = 32 - 63 microinch (rms)

The bushing material I used was a bronze oilite type. The design manual says to use oil impregnated grade 2 type I. It will help installation to put a slight chamfer on the outside diameter.

Once you install this bushing you will have a clearance to the starter shaft of about .001 in. which is nice and snug. The design manual says you want a clearance of .0005 to .002 and coincidentally so do some of the various 356 service manuals. Unfortunately some of these same manuals also say that this is the clearance new with a maximum allowable of .010 in. Why is this unfortunate? Well I think it is because it can be a major contributor to slow cranking. How so? Because it messes up your "air gap". You want a proper air gap in your starter in order to get maximum cranking output. The air gap is the distance between the armature and the field winding of your starter. With a snug bushing on both ends of your starter, the air gap will be at the proper value for best starter performance. As your transaxle bushing and armature shaft wear the air gap opposite from the flywheel gets smaller and the air gap adjacent to the flywheel gets larger. This can reduce starter output significantly. If left unattended, eventually your air gap will become zero and the armature will begin rubbing on the field windings. It won't be long before the starter output also becomes zero. This zero output phenomena also occurs on generators which are used once the pulley side bearing goes (I learned this on my 3000 mile trip also).

Continued use of high clearance transaxle bushings will probably also cause excessive wear on the bushing at the other end of your starter. This bushing should also be checked for .001 clearance. The two I have checked were in good shape and this seems logical since most of the loads are at the transaxle end of the starter.

The design manual also suggests molybdenum disulfide for lubricating the bushing.

Install a 356B or 356C Starter

Why a 356B or 356C starter? Because it has four brushes instead of two and puts out 25% more power, along with higher starting speed. Actually, this starter was used on later 356A's. The older starters are rated at .4 HP and the newer starters are rated at .5 HP. The .4 or .5 number can be found right on the starter housing, so you don't even have to pull it apart to find out if it has four brushes. It is imbedded in the starter identification. All 356's up through 356A with type 644 transmission no. 15429 used starter type EED 0.4/6 L 18. 356A's from trans. no.15430 on and all 356B's and C's used starter type EED .5/6 L 35. This info was discovered in "UP-FIXEN der PORSCHE" volume I, pg 44 and came from the 9/57 Panorama.

Install an Exide 625 Amp Battery

Why this battery? Because it has the highest amp rating of all the batteries I found that fit your 356. Here is what I found available locally in 1991 along with 1991 prices:

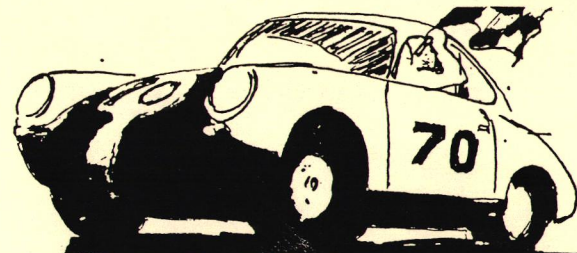
<u>Brand</u>	<u>Amps</u>	<u>Part No.</u>	<u>Price</u>	<u>Warranty</u>
Exide	625	C01-1H	39.57	24 mo.
Battery Specialist	545	1-545	40.95	24 mo.
Interstate	575	1BHD	56.95	30 mo.
Allstate	575	?	49.99	24 mo.
Michigan Lead	600	1CT	?	30 mo.

All of the above should have the following dimensions which are critical for proper battery and battery cover fit: 9 1/8 X 7 1/8 X 9 3/8. So, make sure that this is the battery size regardless of the part number I have listed above. I say this because my battery notes are a year old and I didn't focus on part numbers that much.

Summing It Up

Was the 4 brush starter, custom bushing and high amp battery worth the effort. You bet. I was more than pleasantly surprised. My old Pre A cranks like a new car. Which of the three items had the biggest affect on improved cranking? My guess is first the custom bushing, second the 4 brush starter and third the 625 amp battery.

I hope some of you Motor Cities Gruppies out there find this information of some benefit.



356 ENTERPRISES

June 24-25-26

Skirmants 356 a Vintage Winner!

Fourteen 356 Motor Cities Gruppe members took the 3-1/2 hour drive to the Mid-Ohio race track to witness the maiden run of Vic Skirmants (of 356 Enterprises) new #70 B Coupe. We also hoped to see Mr. Bill Hallandal of Southfield run his Lotus 23, but mechanical problems grow on trees down there and his transmission locked up, preventing his run for the glory.

Fred and Bonnie Sheill arranged for the motel in nearby Shelby, a nice morning run to the track in our Porsches. Of the seven 356's, only 2 were coupes, the other 5 being Speedsters (2) and convertables. The tops were down the whole time as we had great touring weather.

Friday and Saturday were warm up and timing laps for the many vintage racers. Bob Akins of 962 Porsche racing fame in a 59 Copper Monico and of course Chuck Stoddard with 2 of his famous cars, a 910 and a 917 were out playing boy racer in the sunshine. Eddie Atkins from Bill Cook was also among the faithful.

Saturday night was the 2nd annual Barb Skirmants track-side barbecue. We all chipped in \$5.00 each and also brought a dish to pass. Barb made wonderful baked beans and grilled chicken. I don't know anywhere you could eat so well for that price (except at the SMR picnic!) Over 40 people gathered around Vic's race car and motor home. This was great companionship!

Vic built this new race car this year and it really speaks in a thunderous voice for his mechanical ability. In his qualifying run, Vic pulled out and kept ahead of a Speedster (a much lighter car). Now he knew who his competition would be on Sunday. But the Speedster owner out smarted himself Sunday by running higher revs in his engine, leading the first 2 laps, then his engine let go and he was unable to complete the race. Vic had a nice lead on the large pack, many of which were vintage Porsches, to win 1st place in the group 9 event, the feature race of the day.

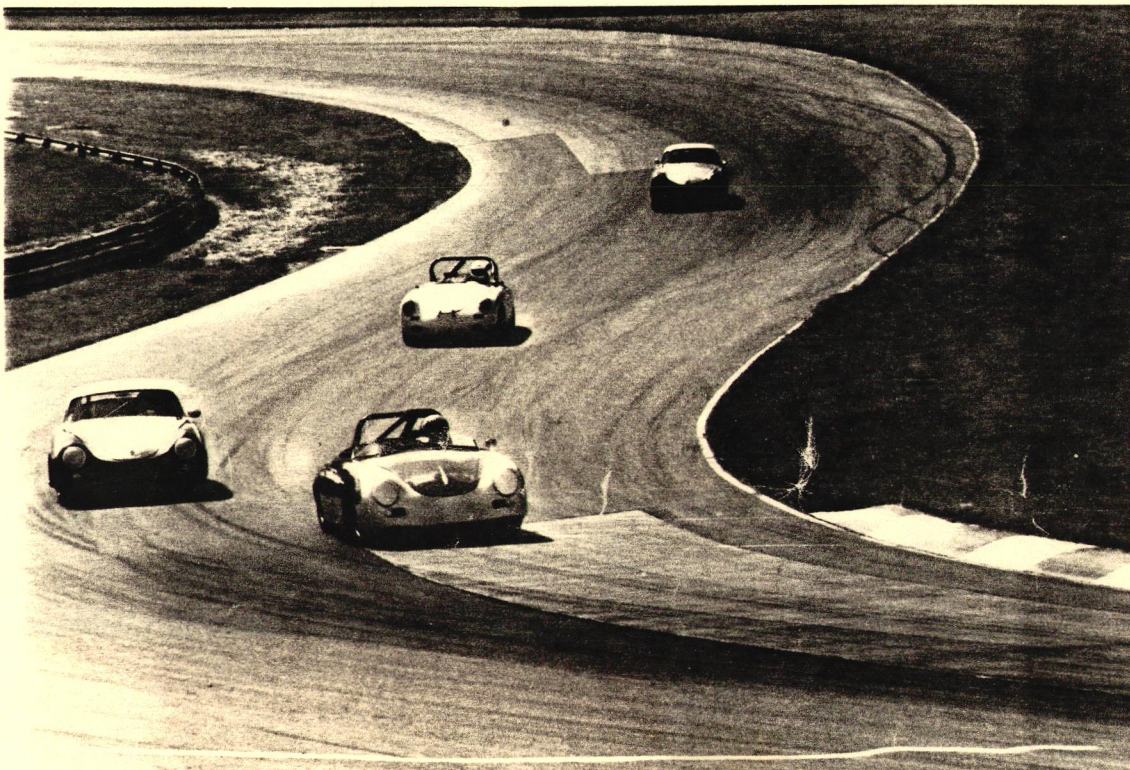
On the trip home Sunday night Ted Dunham and John Chatley did an impromptu gas pump change on Jack Chamberlin's Speedster when it suddenly stopped. Also an emergency fuse change was done on Ted's coupe when the lights wnet out. Fortunately, 356 owners have the foresight to carry spare parts and tools for these older cars.

Besides the Sheills, Dunhams, Chatleys and Chamberlin, along on the trip were Sabastian Gaeta, Tom and Melody Youk (Vic's pit crew), Nancy Easterly, Tom Munger, Tim Walls and Martin Sheill. This was a great weekend outing and we thank Fred Sheill for the planning and Barb Skirmants for another fantastic cook-out. (P.S. Maybe theres hope for our 654 Coupe yet)! Naw!

Lanita Dunham

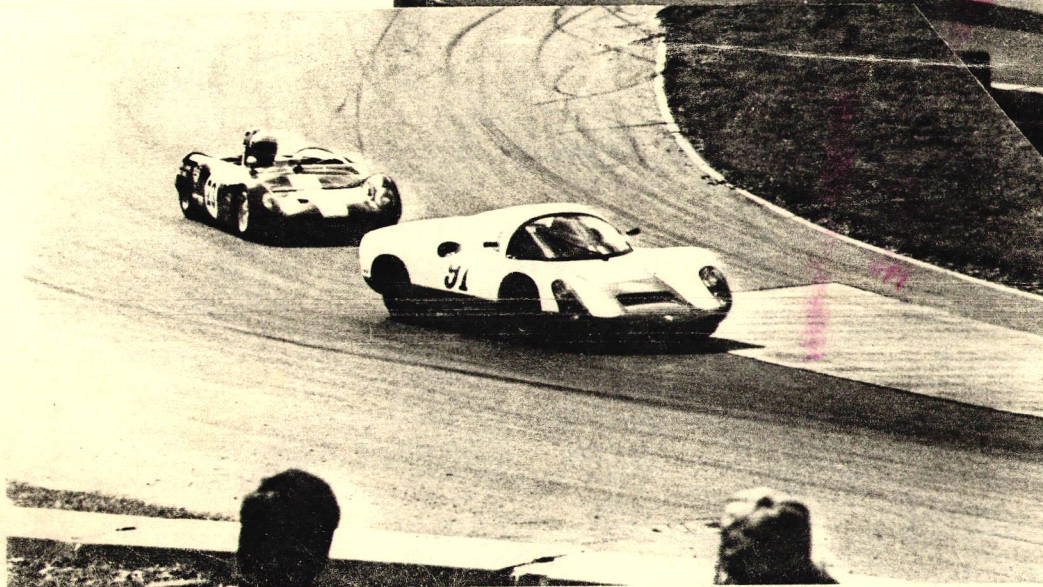
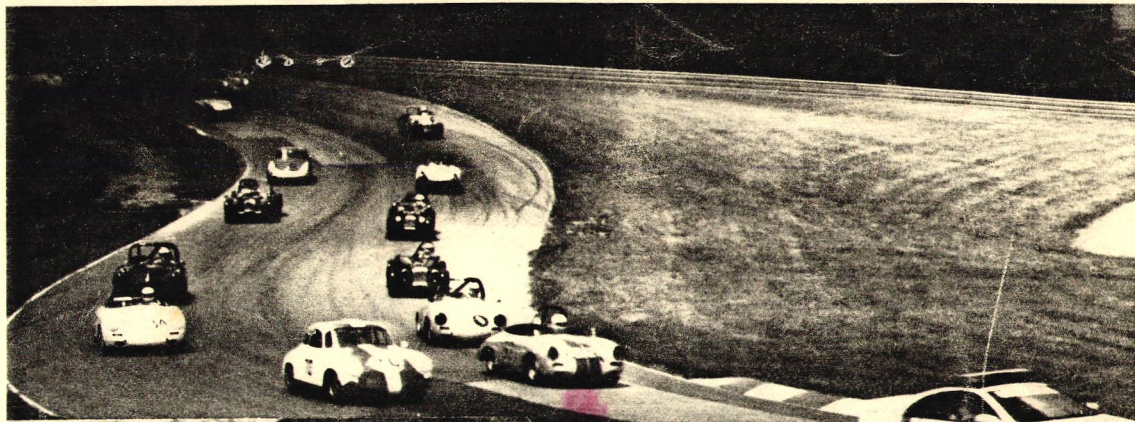


VIC SKIRMANTS' "NEW" VINTAGE RACER



ACTION AT MID-OHIO RACE TRACK • Photo's.....Tom Youk, John Chatley.

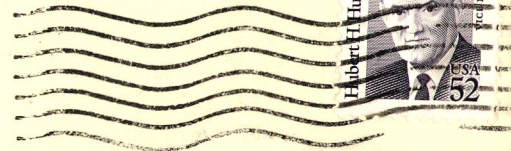
STARTING GRID
AT MID-OHIO
VINTAGE RACES.



PORSCHE AT SPEED
THRU "ESSEN"

356
MOTOR CITIES
GRUPPE

469 Ft. Dearborn, Dearborn, MI 48124



Sebastian Gaeta
201 N Huron
Ypsilanti MI 48197

GAET201 481972073 1292 09/09/92
NOTIFY SENDER OF NEW ADDRESS
GAETA
2220 WASHTENAW AVE
ANN ARBOR MI 48104-4556

