

AUSPUFF ROAR



February/March 2003
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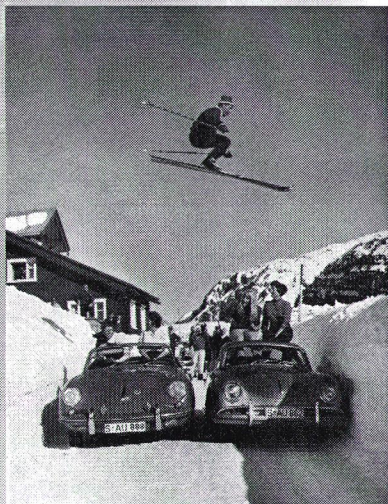
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YA-HOOOOOOOOOOO!

From Christophorus 1962



Complete Restoration

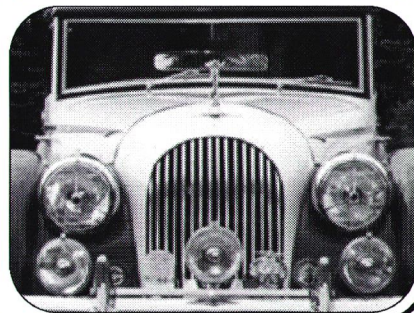
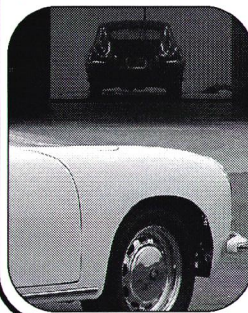
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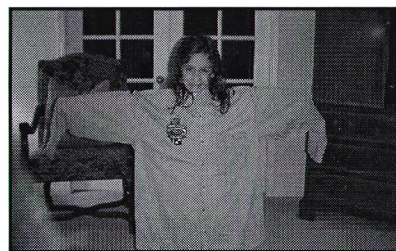
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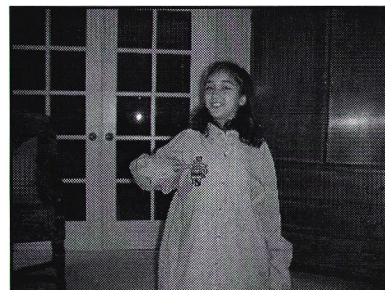
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PRESIDENT'S LETTER



Well, as I am writing this issue's President's Column, we have endured thirteen consecutive days of below-freezing temperatures – with six more forecast for the coming week. So, how can we get excited about our beloved tubs when the weather is so cold and dreary; especially folks like me who own an open car? That is precisely why we are having the Winter Blues Dinner on Sunday, February 16th. Just to shake loose the doldrums that set in about this time of year when we think that winter is never going to end. And of course, the second reason for scheduling the dinner is to serve as a reminder to get busy on the list of “to-do’s” we compiled last fall as we put the car away for the winter. Details are found on page 9, but just give Toby and Sher Toburen a call and let them know you are coming.

Good news on the internet front!! The official 356 Motor Cities Gruppe web site is up and running. And guess what the address is:

www.356motorcitiesgruppe.com

It is a marvelous work of computer art appropriately fitting for our discriminating band of brethren. So, after you have sated yourself with the gorgeous images of club member cars, noticed the ease of navigation and the overall high quality of the site, send an e-mail to Gottfried Hough complimenting him on the wonderful job he has done. Gottfried not only volunteered to construct the site, but to also serve as the webmaster for at least the first 2 years of operation. In last month's column, I stated that we would have the best-quality 356 pictures on the entire Internet. Once you take a look, I am positive that you will agree. See page 16 for additional information. Great job, Gottfried!!

We will definitely be utilizing the new web site as the Club's real-time communications tool. It will allow us to rapidly get timely new information in your hands, provide updates on upcoming events, and dispatch reminder notices. We will also send broadcast messages, alerting you to late-breaking news. So, please e-mail Barbara Skirmants at skirmants@comcast.net with your e-mail address so that she

can add your name on the electronic mailing list.

And since e-mail has become so ubiquitous, when we publish our annual Motor Cities Gruppe Phone Directory in the spring, we'll be including E-mail Addresses, which is one more reason to send yours to Barbara. As with all information regarding our members, we do not give out or sell lists to anyone for any purpose. The roster goes to Gruppe members only.

On another note, Gottfried has also started a regular column called “Photographer's Prospective” in which he will provide us amateur shutterbugs with some valuable lessons in photographing our cars. His first column appears in this issue (he's been quite busy lately). Turn to page 6 where you will learn about the importance of a proper background.

The new Board of Trustees met in January. As mentioned in the last issue, the Trustees for 2003 are Dan Christie, Dennis Denyer, Sebastian Gaeta, Brad Richards and Barbara Skirmants. The Board apparently was pleased with the Officers as they asked Sebastian Gaeta, Gerald VanVliet, Lanita Dunham and I to continue another year as Vice-President, Treasurer, Secretary and President, respectively. As has been the custom for the last couple of years, we reviewed and assessed all of the previous year's events, with the primary inputs being your comments and suggestions. All events passed muster with some minor tweaking to be done here and there. Relative to the Holiday Party, the only real change will be to seek ways of improving the food quality and consistency, and the Board will be addressing that issue this year.

Also, the location and meeting day has changed for our social dinners. It seems that Logan's didn't quite deliver what they promised. We are now meeting on the **3rd Wednesday** of every other month at the Wagon Wheel Saloon. See page 26 for details.

As always, we continue to look for your thoughts, ideas and suggestions. See you on February 16th,

Dave Peterson

MOTOR CITIES GRUPPE CALENDAR

February

**16th—Winter Blues
Dinner and Antique Run
Blissfield, MI**

SEE PAGE 9 FOR
ANNOUNCEMENT.

March

19th—Membership Dinner
WED. 6:00 PM. At Wagon
Wheel. See page 26 for details

April

**12th—Munk's Motors
SPRING "BRAKE" SEMINAR**
See page 5 for details

26th—Hershey PA.
**Hershey all Porsche swap
meet. The Granddaddy of
them all.**

May

18th—Annual Spring Tour
Hosted by Brad and Gabby
Richards. Details in next
Auspuff Roar

21st—Membership Dinner
WED. 6:00 PM. At Wagon Wheel.

June

**TBD—Stoddard Porsche/
Audi Fest**

**19th-22nd— Mid Ohio
Vintage Gran Prix**
See Vic race & have dinner w/other
members

July

TBD—Progressive Dinner
Appetizers at Skirmants' new home (pending),
dinner @ Whities, dessert at Beecher's.

16th—Membership Dinner
WED. 6:00 PM. At Wagon Wheel.

TBD—Auburn, Indiana
All Porsche Swap Meet

August

**24th—Gruppe Picnic/
Summerfest**
Tentatively set for Sharon Mill, West
of Ann Arbor. Co-hosted by
Sebastian, Brad & Gottfried

September

3rd-7th East Coast Holiday
Ashville's Biltmore Estate. See
Registry to enter.

6th—Watkins Glen Run

14th—Drive Your Porsche day
Ferry Porsches Birthday

17th—Membership Dinner
WED. 6:00 PM. At Wagon Wheel.

October

5th—Fall Color Tour

Original 356 Art



These two recently discovered pieces of original art depicting the Porsche 356 were brought to our attention by the artist's father. It seems that the artwork was completed by his two wonderfully talented daughters, Isabella and Gabrielle Gaeta. We have thoroughly searched our extensive library of Vintage Porsche literature and artwork and cannot find these anywhere. When asked where *he* found them, the proud father replied "Taped to my refrigerator". No word yet on whether prints will be made available.



"License and registration please"

You checked the oil, brake fluid, fan belt, tires and she was feeling frisky. You go to red line in first, then in second... **WOW this is fun!**

Four hundred yards ahead, a black Crown Vic looms large and menacing. No sweat, Porsches not only go fast, they stop fast too. You stab the pedal...then counter steer frantically...As the car fish-tails down to the legal limit.

"Nice car! Do you know why I stopped you?"

Of course you do. What you don't know is why your baby got sideways on you. The answer to this, and many other vintage brake questions will be answered on April 12, 2003 at the first

SPRING BRAKE TECH

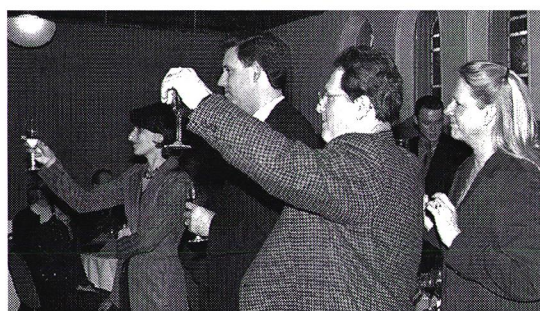
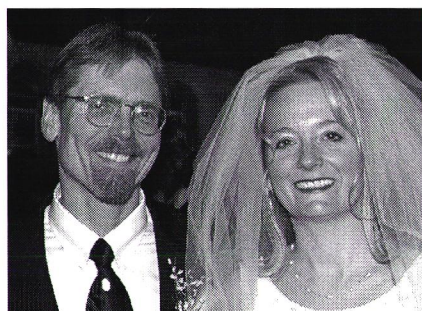
To attend or to register your car to be used for the "hands-on" segment of the tech, E-mail to chris@munks.com, or call 248-335-5424.

Social Pages

January 3rd was the date for one of the most important social events of the year. In an exclusive and very private ceremony, William A. Rohrer III married the former Miss Jill Wellings in Ann Arbor, MI. In attendance were MCG members Gottfried Hogh, Sebastian and Narmeen Gaeta, Tim Buko and William and Sher Toburen. Mr. Hogh also acted as the official photographer.



The couple will live in their new home in Ann Arbor and will summer in Jill's former residence on a private lake in an undisclosed location. They did not leave immediately for a honeymoon because "Our whole life is a Honeymoon" Mrs. Rohrer confided.



Photographer's Perspective

by Gottfried Hogh



Lesson 1: Its the background . . .

“Or the detractive aspects of this almost ever present part of a picture that has led me to “can” more than one apparently good photograph, “good” only in the sense that the central object may have been reasonably well represented. This is especially true when the central object, like a car, a 356, is not necessarily centrally positioned and when it draws some of its graphic intensity from a contrasting environmental setting.”

Well, it took me a long time to come up with an answer to the editorial fiat that came in the form of a question from Sebastian: “Gottfried, how about writing a short, illustrated column on photographing 356’s? I know you can do it”. The irony is that when it comes to photography, I tend to follow the Nike admonition: I just do it. That approach has burned a lot of film, produced a great number of slides that have not seen the light of day in a quarter century, and now generates Gigabytes of files on my Mac’s hard disks. But even someone as slow as I eventually learns from a large number of mistakes. As Piet Hein said in one of his Grooks:

The secret to success is
to err, and err, and err again,
but less, and less, and less.

So one thing I have picked up over the years of photography is to watch out not only for the central object of the photograph, but also to pay attention to the background. There may be photo instances where one has to accept the setting that pretty much dictates the background, e.g., photographing racers on a track from a designated safe position on the sidelines. But even there the photographer has techniques to control the background. The most common method is to isolate the central subject

(the car) by either **1:** using a long, heavy, expensive telephoto lens, or cropping the image to produce a photo with one race car filling the final picture, or **2:** using a wide open aperture long, heavier, more expensive telephoto lens to restrict the zone of sharp focus to the plane of the selected race car. Even in this “sports photography” setting a photo may profit from an inclusion of a good part of the descriptive background setting. To 356 and 550 aficionados, I need only refer to the dramatic photo of Richard von Frankenberg flying over the edge of the Avus.

Now to get back to the more mundane task of taking a good photo of your own civil street 356, even if only a snapshot, remember to pay attention to the background. Don’t let the beauty of your old tub blind you to the “stuff” behind it. That stuff can detract from the appearance of the final photo. The operative terms are: “be aware even of little things” and “move your eye point / camera lens point around a bit”.

These go together; let me illustrate. You have parked your 356 in an overall nice setting, on a nice, sunny day (I may address light in photography in a later note). Your attention is focused on getting the most interesting angle on the headlight, fender, and hood to emphasize the fact

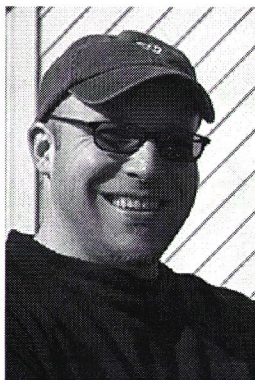
that it is a 356-A. Your primary attention is riveted on the car, and the remainder, perhaps on the camera operation. Rather than continuing to gaze lovingly through the viewfinder (or via the small LCD display on the back of the digicam) at your concourse grade Speedster, ignore it for a second or two and look at the “stuff” that will surround it in the final image. Do you really want that vertical light pole across the street appearing from behind that smooth fender line? What about that stop sign just over the chrome headlight rim? And those electrical utility wires? They all may be somewhat out of focus but they certainly will detract from the final image. The resultant color slide will be less impressive. The negative may be marginal and perhaps not worth printing. And while the digital image may be cleaned up a bit in Photoshop, this is at considerable time and effort expended to mask out what could possibly have been avoided (or at least ameliorated) by a small change in camera position at the time of exposure. So before you press the shutter button, look not only at your primary subject, but also consider the background.

To really put your “pride and joy” into a complimentary image, you may want to maximize the background possibilities by actively seeking out a complementing environment. At that point the result is no longer a “snapshot” but a “set up” photograph. If you can afford the time to wash, wax, and detail, perhaps you can spend the effort to search out an environment that will almost guarantee a good background! In preparing images for Auspuff articles, Sebastian and I often seek out places that help to transform the images of the featured 356 from “snapshots” into “photographs”.

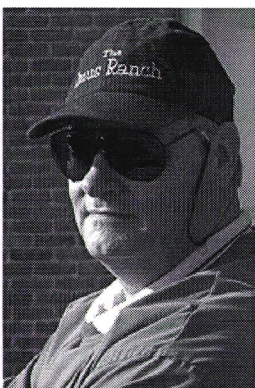
Next issue, Lesson #2: Lighting



Meet The New Board Members



Dan Christie



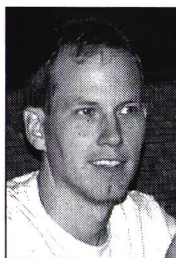
Dennis Denyer

In December the terms of two of our Board members expired. Ted Dunham, Past President of the Gruppe, and Bill Toburen, the first Gruppe member to earn a Gary Emory "Outlaw" badge, decided not to run again. We cannot thank those two enough for the time they spent making our club better. Cheers!

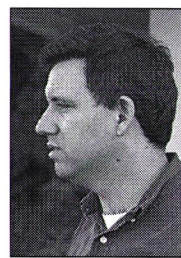
The two new members actually need little introduction. Dan Christie got the bug before our '98 holiday and soon after purchased Ted Zombek's '55 coupe. He is a regular at Neil's on Saturdays and, hey, he isn't an old guy!

Dennis Denyer attends virtually every Gruppe event and has tremendous experience in running a car club. He has served in many capacities in SEM, the local region of the Porsche club of America. We look forward to Dennis having an "official" position in the Gruppe.

Below are pictures of the returning board members.



Brad Richards



Sebastian Gaeta



Barbara Skirmants

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CAR BLESSING

by Hans Truoeel

This blessing of cars took place in midsummer on the 28th of July, 1963 (but winter-time in which this issue comes to our readers is still the right time to show these pictures). Up on the Arlberg pass there is a little village called St Christoph with a little tiny chapel whose patron is St. Christopher. At this place on the Arlberg a very old church of St. Christopher was ruined by a terrible fire in 1957. The new church has been rebuilt to resemble as closely as possible the old one. As before, a huge, 3 metre high Christophorus statue decorates the chapel. It was carved from chestnut by the tyrolean sculptor Riffesser and is a donation from a textile manufacturer in Feldkirch who is today the owner of the Hospiz St. Christoph.

From Christophorus #49 1964



In 1390, up there on the pass, a hostel was erected, together with a hospital and a chapel of St. Christopher and there as founded the St. Christopher brotherhood of Arlberg, which is still in existence today. The spiritual leader and the head of the brotherhood is the priest of St. Christoph.

Now that one knows this background, one can understand how it was that on the 28th of July the bishop, Dr. Bruno Wechner came himself to the Arlberg to carry out the blessing of the cars which has for years been a tradition in Austria. Standing in a Porsche belonging to the Austrian Gendermerie, he blessed these cars waiting on the roadside and said a solemn pontifical mass in front of the chapel.



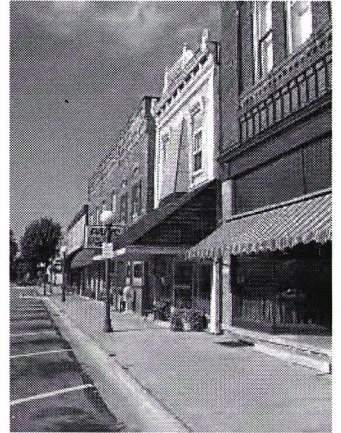
Winter Blues Dinner February 16th

Don't miss the Motor Cities Gruppe **Mid Winter Blues Antique & 356 Dinner Run** hosted by Bill and Sher Toburen on **Sunday, February 16th**. Spend an afternoon in Blissfield, MI going through the many fine antique shops, and socializing with your Gruppe friends.

Then join us for dinner at the Stables Tavern around 4:00 PM.

We will need a rough estimate for dinner, so please let Bill and Sher Toburen know if you are planning to go. They can be reached at 248-887-3029.

We will meet at 12:30 at the McDonald's in Milan. Head south of Ann Arbor on US 23 to exit #25, then follow the golden arches!



The MCCA assessment will be reduced beginning July 1, 2003

Hagerty Insurance recently sent us this information: Governor Engler signed HB 4007 into law before leaving office. Following is the information we received: HB 4007 is now Public Act 662 of 2002. The bill goes into effect on March 31, 2003 and requires the MCCA to change assessments on July 1, 2003.

WHAT THIS MEANS: The MCCA assessment on cars, motorcycles, and trucks registered as **"historic vehicles"** with the Secretary of State will be reduced beginning July 1, 2003 to **20% of the assessment charged to daily driven vehicles and motorcycles.**

We are waiting for the MCCA to develop implementation guidelines and are monitoring the situation closely. As we get additional information, we will pass it onto you. For detailed information on registering as a "historic vehicle," contact your local secretary of state office.



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The first major test report on a Porsche, from *Auto Motor und Sport* in 1951, is so accurate in its description of the car that it is eerie. Ironically, his commentary accurately describes every 356 until the end of the cars' production 14 years later, supporting the old cliché that "the more things change, the more they stay the same". One terrific part of the article is the author's mention of the cars' tendency to oversteer, and the fact that the EARLIER models were more prone to do so! Where have we heard that before?

Porsches were hard to come by at the time of this story since the firm had only built 298 cars in 1950, and raised that figure to a still modest 1,103 in 1951. This was certainly a coup for both parties as Porsche loved the exposure and *Auto Motor und Sport* wanted to get their hands on the newest sensation in the sports car world.

It is important to note that the publisher of the magazine himself tested the Porsche and wrote the article. The final paragraph reveals how he really feels about the car (don't skip ahead, just read on and see). The author, Paul Pietsch, was a Pre-war Grand Prix driver who continued racing after the war. In 1951, the same year as his article, he became German race car champion after taking the sport car championship in 1950. *Auto Motor und Sport*, founded with his friend and fellow racer Ernst Dietrich-Troeltsch, was started as an information sheet for racecar drivers and had obviously come a long way. Here is his test:

Our test Porsche 1.3 liter

Does the design and development of racing cars have any possible importance for the everyday machine? That is a hotly debated question answered affirmatively by many and negatively by many others, particularly skeptics and opponents of the whole idea of racing. If there can be convincing proof that everyday cars can profit greatly from the experiences which racing brings then the product of one of our best designers, Dr.-Ing. h. c. Ferdinand Porsche, who unfortunately died recently, is that proof.

A light construction style, low center of gravity, torsion bar suspension, rear engine with gearbox and road holding as well as the pleasing body developed from wind tunnel experience with the Auto Union record car, are all direct benefits from race car

The first Road Test of a Porsche *Auto Motor und Sport*—1951

By Paul Pietsch

construction. On the other hand the unique testing of the VW as an all around military vehicle in every latitude found extensive application in the design of the Porsche. A great deal of the postwar effort from Prof. Porsche was devoted to this car which was developed in Austria with manufacture now continued in Stuttgart by his son Ferry and his staff. From those minute beginnings to the present

day they have built almost a thousand Porsches in barely 18 months. This achievement can only be properly appreciated when you see the limited space at Reutter the body builder where construction of the whole car must also be accommodated while a well equipped test plant of Porsche's prewar days which stands only a few hundred yards away is not released by the occupation forces despite many pleas.



I don't want to go into technical details here. Readers will find them in the data sheet, but want to give you my impressions of this car.

I had heard a great deal about them before I had the chance to drive one myself. Performance figures were quoted which made me a little skeptical. Certainly, it was beautiful with lines close to Italian elegance. It might seem a little heavy in front at first. Perhaps it should have been a little slimmer to seem even more lean and racy. The rear line is fetchingly beautiful in the Coupe, doors are wide and permit effortless entrance even to such a low vehicle. However you must know the trick to get out. This is only a matter of practice and a welcome addition to those physical activities the motorist misses anyway. The space inside is sufficient for two, adjustable seats permit the legs to be stretched right out and the seat backs can even be adjusted to a half-reclining position. In back there is good space for luggage unless you happen to travel with steamer trunks. An adult or two children can even find space on the emergency seats provided only short distances are involved. The dash is arranged neatly. You find a speedometer which gives correct readings for once. More recent models have a rev counter instead of a clock, worth a great deal to the expert. What I didn't like was the blinker control lamp which is too small and pale, nor the lack of a fuel gauge. The wooden stick provided with the spare wheel and tools up front can only be called an emergency measure in this case. Practical too is the oil thermometer with warning light for too cool or too warm oil. The windshield, curved at the ends, provides a good overall view. Vision through the rear-view mirror and large rear window is also excellent.

What bothered me at first was the relationship between steering wheel and pedals. If I wanted to drive with arms fairly stretched out as I find most comfortable, my feet wouldn't reach the pedals. If I adjusted the seat to touch the pedals the wheel was glued to my chest. Something had to be wrong - then the riddle was solved. The car I was driving had been built for a gentleman, since deceased, who had a considerable height of 6'4". They simply extended the steering column and fitted a somewhat smaller steering wheel to make even this customer comfortable. The smaller steering

“Particularly remarkable is the top speed found on a two-way trip down the autobahn near Munich. We reached 95 going down and 97 on the return run, an honest median speed of 96 mph”

wheel is also used when the body circumference of the proud Porsche owner demands a little more space between seat and wheel. This is customer service in the Porsche manner.

Speaking of customer service. I don't believe there is a special vehicle in this world—and the Porsche certainly ranks among such cars since it is built for experts and fans—with a customer service net spread as widely as that available for this car. Through the close collaboration of the completely independent Porsche KG with the VW plant, any VW workshop in Germany or abroad will also service a Porsche. Only those who travel a great deal and like to leave their car in expert hands for every checkup will fully appreciate this advantage.

The most impressive thing about a Porsche is its engine. Recently, in addition to the original 1.1 liter model, they have fitted an engine bored out to 1.3 liters. These engines are largely the basic VW design with newly developed cylinder heads boasting larger valves in a vee, different cylinders, special pistons and a twin-carburetor system using the Solex downdraft unit with accelerator pump. The compression is 7:1 for the 1.1 liter engine giving 40 hp. This powerplant requires a gasoline-benzene mixture at all times. The 1.3 liter engine with compression lowered to 6.5:1 for 44 hp has the advantage, in addition to greater performance, of better antiknock properties. Though the factory recommends 20-40% benzene with the normal pump gasoline, I drove my entire test on filling station fuel alone. Do this and you learn the tricks of many a pump. Where higher octane has

appeared lately from brand name stations there was no inclination to ping but where cheap gasoline was added to the regular as so often happens with “too business-like” stations, you immediately heard it from the engine. One could tell immediately which station owners had mixed. All my performance figures were taken on normal gasoline though a small improvement would doubtless be registered on a good gasoline-benzene mix, such as you get in Switzerland for instance.

The engine is very lively and leaves a totally robust impression. You never have any feeling of sensitivity. I certainly didn't treat the Porsche any too gently, no matter whether it was the highway portion of our 2200 mile test, the Alpine passes, the freeway or a few training laps of Nürburgring which were not exactly Sunday drives. Nor on the reporter-laps which I turned on Nürburgring with the radio people. The object there was a dialogue with a reporter to give him an impression of how it goes in a race, though racing is much faster of course. Yet we entered the Foxhole at better than 90. The Porsche and I were entirely comfortable but the reporter got a little “warm” and his radio went on strike. The whole thing had to be done again at much slower speeds.

The best judgement can be formed by evaluating the performance figures determined by several clockings. Particularly remarkable is the top speed found on a two-way trip down the autobahn near Munich. We reached 95 going down and 97 on the return run, an honest median speed of 96 mph.

(Continued on page 12)

(Continued from page 11)

The acceleration times are worth our attention too:

**shifting through to III gear
in 12.6 sec. 0- 80 km/h (49.6 mph)**

**shifting through to III gear
in 19 sec. 0-100 km/h (62 mph)**

**shifting through to IV gear
in 53s. 0-140 km/h (86.8 mph)**

**in 11 and III gear
10s. 30- 80 km/h(18.6-49.6 mph)**

**in III gear
7.6s. 50- 80 km/h (31.0-49.6 mph)**

**in III gear
24s. 30-110 km/h(18.6-68.2 mph)**

**in IV gear
23s.120-140 km/h (74.4-86.8 mph)**

An engine of relatively small capacity and high performance receives its power from the revs. With a Porsche things begin to get interesting at 2500 rpm and the car is liveliest from 3000 to 4000 rpm. Despite good performance these rev figures are by no means exaggerated. Here too the car is laid out for durability and operational safety. I think one would have to search a long time to find a vehicle in this category with corresponding dependability which could still offer something near the performance. Driving a Porsche is a pleasure for experts. One would almost say: at last a car with breeding and temperament. The real values of this car can only be judged by someone who has driven one himself for a considerable period. The good noise dampening between engine and passenger compartments, even at high revs, is remarkable.

Fuel consumption is always a relative matter depending to a large extent on

driving style.

Considering Porsche's performance the consumption may be called extremely low. In winding or mountainous terrain with maximum averages and many shifting procedures, consumption got as low as 22 mph while freeway trips at an average speed of 75 mph got close to 30 mph.

The large 13.7 gallon tank is extremely practical, sufficient for roughly 350 miles, so that one doesn't lose time to many fuel stops on longer journeys.

The gearbox is fitted with bevel-tooth gears for III and IV to keep noise low while I and II are straight-cut. Therefore you must shift neatly and with double-clutching to avoid those shift noises considered so ugly. With newer boxes it is difficult to shift quietly at first and noiseless shifts are only possible after a certain time of running in. You still must know





how though. It does take a little feel and we would wish for a different gearbox in this car.

The sheet steel box frame, very stiff torsionally, gives the car good road holding even at higher speeds, improved even more lately by the addition of telescopic shock absorbers.

Thanks to the low weight and very easy steering you have an impression that handling on very uneven or wavy roads is a little unstable. This apparent instability goes away once you get used to the car however. You can certainly drive a Porsche with great precision. A certain inclination in earlier models for the rear to skitter outwards in bends was corrected by the use of telescopic shocks.

The brakes pull evenly and well but frequent adjustment is recommended. Caution

must be used in judging brake distances since one often underestimates the speed of the car. It makes an enormous difference whether you have to stop from 50 or 60 mph or from 85 and above. However the Ate-Duplex hydraulic brakes used in the Porsche are fully up to such demands. With the further performance increases to be expected from Porsche as time goes on they will not be able to do without even more brake grip, however.

One can post averages with this car which are only possible otherwise with a very few pure sport machines. Particularly when it gets winding or mountainous the car shows what it has. For the passionate driver it is certainly delightful to exit a curve in III and arrive at the top of the following upgrade at 70 mph. You can truly drive the car to such a speed briefly in III. The rev counter will show about 5000 rpm and the engine has not been

overrevved. Averages of 50 or 55 can be managed, even off the freeways and on a turnpike you can certainly hold a steady 75-80 without the engine showing the slightest sign of stress as these speeds are maintained on a quarter to half throttle. That is the beautiful thing about this car. It is sporting, fast and lively and yet not a sensitive race vehicle but a sporty utility car, dependable and robust.

Many beautiful things in life must be achieved by compromises of one size or another. This applies in particular to the beautiful, low styling. This is not so unpleasant when getting in or out but becomes so at night when the headlights of oncoming vehicles, particularly the many trucks, come at eye level, causing a very unhappy and blinding effect.

Your travel average at night is reduced considerably. For some time there have been so-called anti-glare glasses which might be put to good use here. Another inconvenience in the same vein is the way splashes hit the windshield of a low car when roads are wet. It quickly gets dirty all over passing other cars or driving behind trucks and vision becomes very poor even with the wipers working. Here the installation of a "sprinkler system" such as American cars already have, or one produced by SWF in Germany as an add-on accessory would be a great help in keeping the windshield clean while you drive. Caution is also needed on roads which lead over humps. Due to your low position in this car you often can see the road behind an elevation only at the very last moment, spotting oncoming vehicles very late.

The built-in heating system works well, air extraction from the interior has been considerably improved lately by the addition of wind wings.

All in all this Porsche, available as Coupe or Cabriolet, is an enthusiastic vehicle for those who see a car as more than a mere means of transport. I can perhaps underline my feelings best by stating that I got so used to this car in the short time I drove it that I couldn't do without and therefore bought the test machine from the Porsche AG.

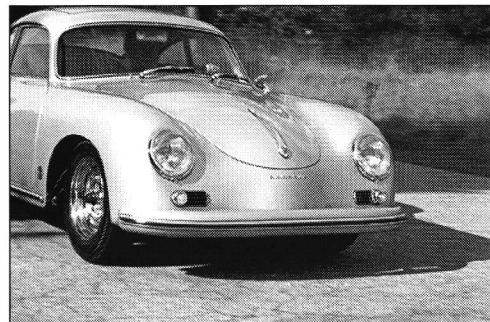
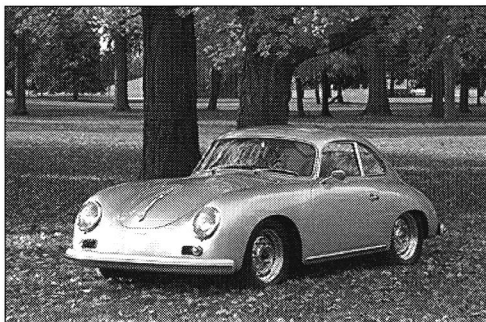
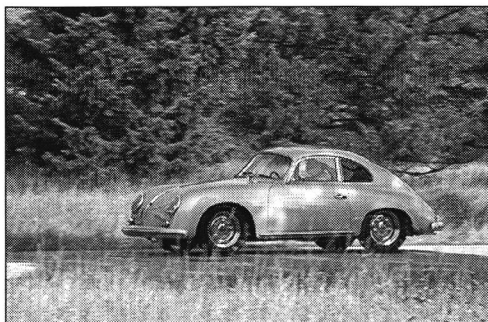




The Zen of Neat-o

by Brad Richards

photography by Gottfried Hogh



Model year 1956 brought about many changes to the 356. With the introduction of the 356 "A", gone were the "bent" windshield, the rolled rocker panels and the VW Käfer inspired dashboard. The skinny 3.5 x 16" wheels were replaced by 4.5 x 15" rims which looked great in the new, taller wheel arches. By re-routing the clutch cable the floor was lowered by 35 mm relieving the need for a false floor and improving entry into the car. Seats, interior panels and floor covering remained basically the same.

The real improvements came in the handling and performance of the car. Porsche fit substantially softer suspension to the new car, increasing wheel travel. A reinforced transverse front stabilizer bar with a different shape and mounting arrangement was installed. Vertically mounted rear shock absorbers replaced the antique lever action units. The steering geometry, front axle and tie rods were reworked and a hydraulic

steering damper was now fitted. The previously mentioned switch to 15-inch tires greatly increased ride and handling characteristics and driver comfort was increased with a reduction in interior noise. This was achieved by means of an improved rubber engine and transmission mounting and additional sound deadening material.

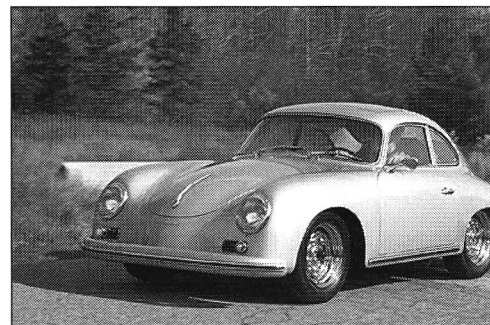
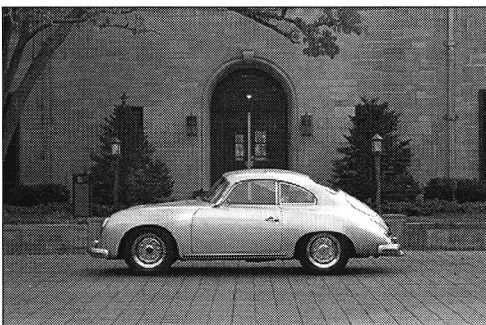
The new 1.6 liter engines of the 616 series (616/1 with 60 hp, 616/2 with 75 hp) used the three-piece Porsche crankcase, but were fitted with cylinder bores enlarged by 2.5 mm to 82.5 mm. This obviously translated onto more horsepower and torque. The performance of such a 356 A with a 75 hp Super engine produced a 0-100km time of 14.2 seconds, pretty spirited in those days for that displacement. As each model year in the "A" series came along, so did great improvements. While the model year '55 was a huge departure from the 356's VW roots, The "A" was a refinement of that departure.

Not the least of which was the use of the ZF steering box starting in 1958. This one act alone transformed the 356 from sometimes scary to downright fun to drive. This is a common upgrade even for pre-A cars.

The example we see here is a 1959 sunroof coupe owned by Gruppe member John Denyer. John is known for personalizing his cars without turning them into "customs". He prefers to run without hubcaps so the hubs were fully polished for a better match with the chrome wheels. He has a wood steering wheel; not so unusual for an "A", but this is a wood wheel made from the stock "A" wheel! The engine is 356 based but has a 911 fan shroud giving it a Carrera look. And no overriders here; just clean and simple.

'59 Sunroof with your own personal touches—**The Zen of Neat-o**

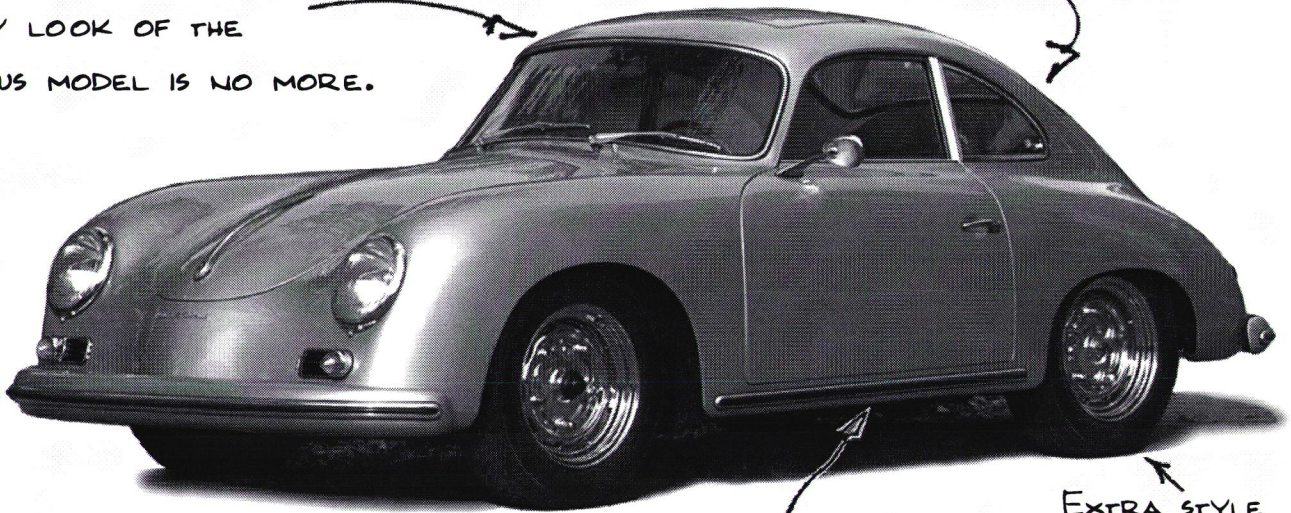
BRAD



GONE IS THE "V" WINDSHIELD AND ROOF OF THE PRE-A.

THE GREENHOUSE NOW SEEMS OPEN AND AIRY THANKS TO A LARGER WINDSHIELD AND BACKLIGHT.

NOTICE THE THIN HEADER SECTION OF THE "A" - THE SNEAKY LOOK OF THE PREVIOUS MODEL IS NO MORE.



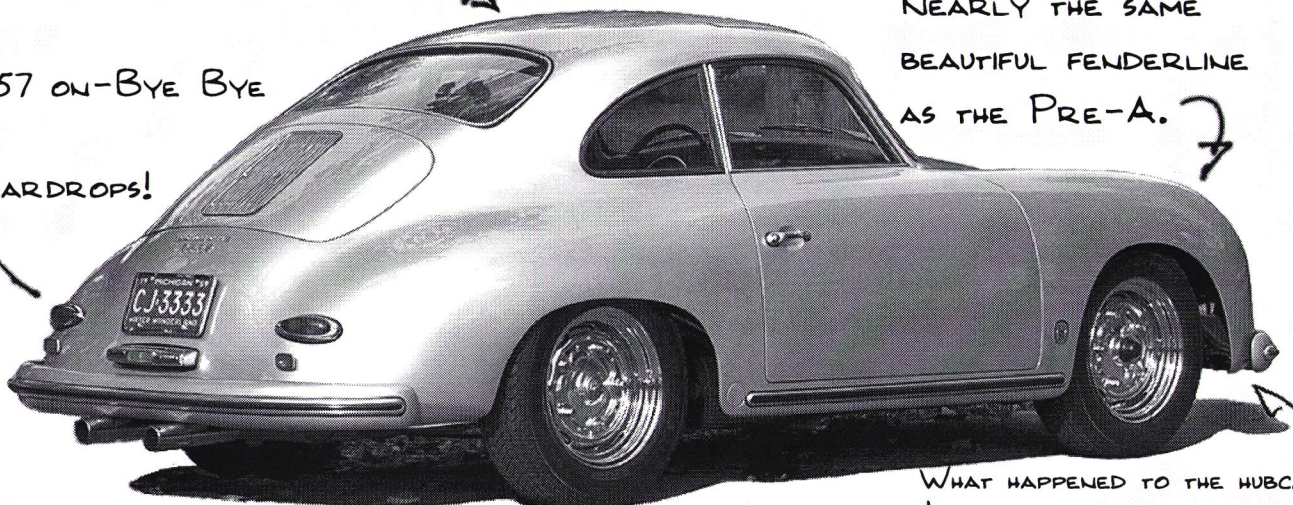
FRONT END FORMS REMAIN UNCHANGED VISUALLY. HOOD HANDLE AND TURN INDICATORS BENEFITED FROM A MINOR TWEAK.

FLAT ROCKER MAY HAVE BEEN EASIER TO MANUFACTURE BUT SOME ELEGANCE IS LOST - WORTH THE COST?

EXTRA STYLE POINTS MUST BE GIVEN FOR POLISHED DRUMS!

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NEARLY THE SAME BEAUTIFUL FENDERLINE AS THE PRE-A.

POST-1958 MODEL HAD EXHAUST ROUTED THROUGH BUMPER GUARDS, EXCEPT WHEN SPORT EXHAUST IS FITTED.

WHAT HAPPENED TO THE HUBCAPS? WELL, YOU DIDN'T NEED THEM ON THE TRACK - AND WHY COVER UP THIS GERMAN ENGINEERING; COTTER PINS NEVER LOOKED SO GOOD!

REAR WHEEL OPENING HAS BEEN ENLARGED TO AID REMOVAL OF WHEEL - ALSO REMOVES SOME VISUAL MASS FROM REAR OF BODY.

The 356 Motor Cities Gruppe website is now up and running! Many thanks to Gottfried Hough for his terrific work on the Gruppe site. By logging on you will see that his talents are not restricted to photography, although you will see some of the finest 356 photos on the planet inside.

Here is what the homepage looks like. On the left side are the pointers for the subpages of the site. Simply click on them to see what is inside. You can check out the scheduled events, get the latest news, which will be updated continuously, or browse through two different photo galleries. One gallery is for pictures of members and their cars, the other for random, yet 356 related photos. You can go to the Gruppe Staff page and email the board members and officers, look through old issues of *Auspuff Roar* or buy something from the goodie store (still under construction). If you'd like, you can leave comments in the guestbook and see what everyone else has to say about the site.

The homepage picture will change every month as will a great deal of the content. Gottfried does not plan for this site to be stagnant, so go back and check it out as often as you can.



356 Motor Cities Gruppe

... at home in Southeast Michigan, USA



Shirley and Dick Gobba in their black Speedster, Matthaei Botanical Garden, Ann Arbor, MI USA.

- [2003 Events](#)
- [Latest News](#)
- [about the Club](#)
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... how to join
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Member Porsche 356 Gallery

Richard Beecher	Tim Buks	Dave Burton	Dan Christie
Dennis Denyer	John Denver	Ted and Lanika Dunham	
Sebastian Gaeta	Dick Gobba	Nell Goldberg	Len Hansen
Gottfried Hough	Jeff Knudsen	David Peterson	Brad Richards
Bill Rohrer	Barbara and Vic Skirmants	John Thomson	Richard Hinson
Tim Wallis	Denny Zimler		Vic Rivera
			Bill Toburen

... to be continued.

Who we are ...

The '356 Motor Cities Gruppe' is a club of and for Porsche 356 aficionados in the Southeast Michigan region, the home of the U.S. automotive industry. The Porsche 356 model was produced in Germany, in the 1948 - 1965 time period. We are committed to enjoying, maintaining, and driving this remarkable sports car.

The Gruppe consists of about 250 members. Most of our members reside in the Great Lakes Region, but we also count among our numbers Porsche 356 friends from New York to California, and from our good northern neighbor, Canada. Many of our group are also participants in the '356 Registry' and the 'Porsche Club of America'.

... some additional historical notes

[View our Guestbook](#); Do you have a comment on our website? [Add your note to the Guestbook](#)

Other Porsche 356 web sites ...

356 Registry, 356 Mid Atlantic Club, Porsche 356 Club, Speedsters.

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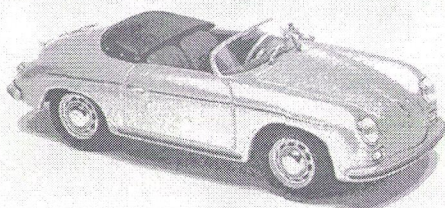
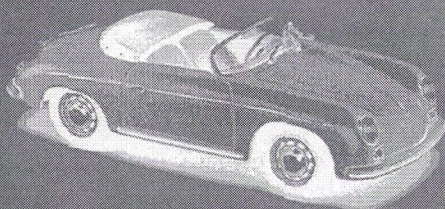
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356 Nose Panel 1/2

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NLA.503.011.04 ..Rt 1/2 ..356B T5

NLA.503.011.11 ..Lft 1/2 ..356B T6, 356C

NLA.503.011.10 ..Rt 1/2 ..356B T6, 356C



List price: \$455.58ea.

Special Price: \$375.00ea.

Horn Button

(82mm recess)

644.347.821.01,
356, 356A

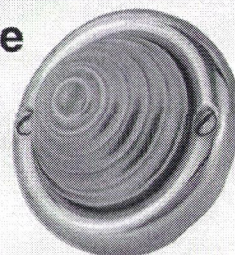
List price: \$85.00

Special Price: \$69.95

Beehive

Light

(SWF)



ORI.631.009.00,
356, 356A (pre T2)

List price: \$85.00

Special Price: \$50.00

Flywheel

616.102.201.031600 C/SC

List price: \$450.00

Special Price: \$350.00

I always look forward to receiving each issue of the Auspuff Roar. The recent articles of Brad Richards' analysis of 356 Porsches design elements have been especially interesting. The articles caused me to reflect on the Porsches I have owned and what there was about the various models and modifications that appealed to me.

My 1956 A coupe was probably the best looking of all. This car was painted a red color, probably Guards red, did not have bumpers, was equipped with wider chrome wheels and 195-65 tires. It was definitely not a candidate for the preservation class. The coupe looked lowered and chopped; hunkered down over the wheels. The chrome nerf bars gave it that California look. This car looked great, but was not as good a "driver" as the C's I have owned.

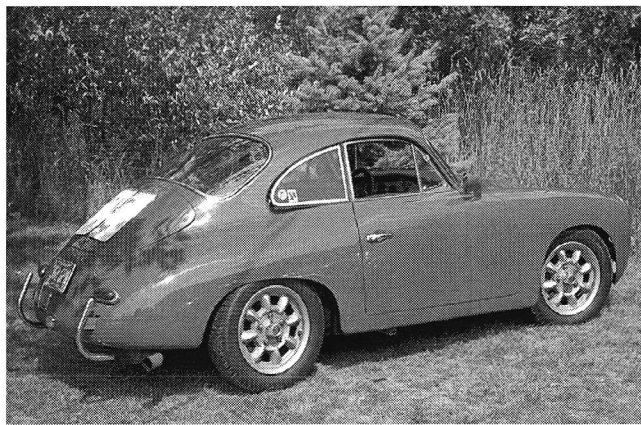
In 1972 I went to California on a business trip and saw many 356's that were obviously daily drivers. Many of them did not have bumpers and were equipped with nerf bars. They were lowered with the rear wheels tilted in (what I now I know as "de-cambered") and most had loud exhaust systems. *This* was for me. If I could ever afford one, this is what I would have.

In the early 80's my interest in obtaining a 356 was expressed to my friend Bill Hallandal. Soon after, I received a call

from Bill about a "C" coupe for sale in Ann Arbor. In later years Bill also bought an SC sun-roof coupe that he looked at for me as I was living in Milwaukee. He paid for the car, on the spot, without even calling me as he would take it if I didn't. To this day I think my wife, Diane, is concerned that a call from Bill may result in a great car find that I must have.

Anyway, the Ann Arbor coupe was painted a Dolphin Grey that looked like deck and porch enamel to me. But it was solid, drove well and it became my first 356. I repainted the coupe Signal Red, removed the bumpers, installed nerf bars and fitted 6 inch wide Minilite wheels and 185-70 tires. The stock exhaust system was replaced with a Bursch exhaust to give the car more attitude. The engine was tuned up and left stock; it was probably not real fast, but it looked cool and sounded great. This looked "California".

A later 356 SC coupe got, sort of, the same treatment: bumpers removed, nerf bars installed, fitted with Fuchs wheels and 195-60 tires. Looking back on this car causes me to think about what are



The Works: Nerf Bars, Wheels and Bursch exhaust.

the right modifications for 356's. The Fuchs wheels are OK on a 911 but don't seem right on a 356. Minilite, Panasport, or if you could ever find them, American Racing 5 spoke wheels are right for this period. The 60 series tires also do not seem to appear correct in the fender well. It seems that a 185-70 or a 195-65 fits best. Even if a 356 is not modified in the direction of an "Outlaw car" I think they benefit from wider wheels and tires. A 356 on stock wheels and tires seems to have a "pig on roller skates" look to me.

As far as bumpers are concerned the first 356's were right. The bumper almost disappeared into the lines of the body. The A's had pretty smooth bumpers, however somehow the chrome split rail type structures known as "overrides" were added which effectively "overrode" the smooth look.

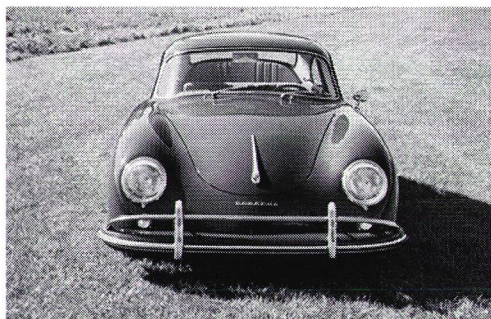
As the design progressed and federal safety standards were established, bumpers evolved into huge slabs with great chrome buttresses as on the B and C models. The B-C Carrera models at least had the guards removed and the bumpers somewhat flowed into the body. I think the best look may just be no bumpers at all.

In light of the above, my vote for one of the best looking 356 Porsche is Lou Livengood's Bali Blue SC coupe with no bumpers, 7 inch American Racing wheels with the rear fenders discretely flared to accept the 205 series tires. This car has a great "Outlaw" look, correct for the period. This car also perform as good as it looks and has led many 911's around Waterford Hills on Track Days.

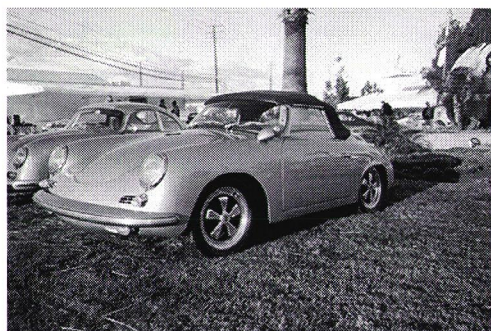
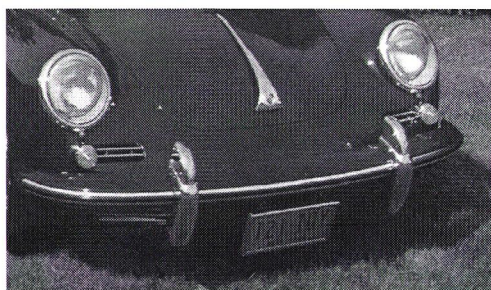
Everything I Know About Cars Part II

by Dick Beecher

Now don't get me wrong. I fully appreciate a correctly and faithfully restored car. It is imperative that the marque be preserved with faithful restorations and I am in awe of these cars. The attention to detail is impressive. I read the articles about the restorations with great interest know-



"Overriders" above, Slabs of metal below.



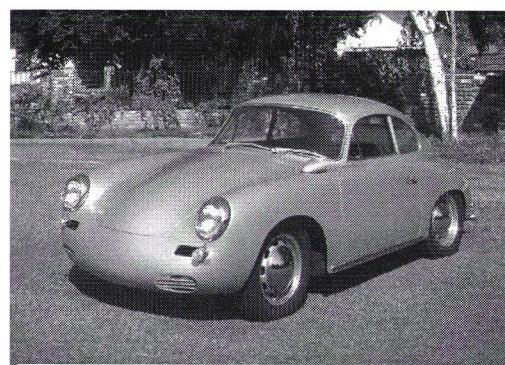
According to Dickie B, the car above gets high marks for lack of bumper guards, but would fail the "Fuchs" test. Jack Hagerty's "Outlaw", below, has a very clean look.



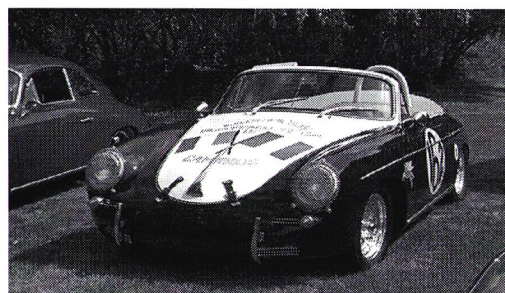
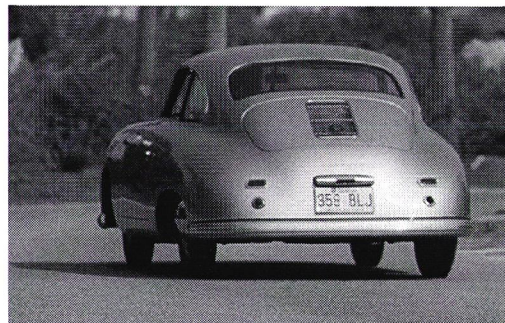
ing that I could never do this. In fact, I have even developed "gap anxiety". Pictures detailing the restoration of my Cabriolet indicate that it had not been in any type of collision, however my gaps are not perfect. With each issue of the 356 Registry's **MarketWatch** by Jim Schrager I become more depressed. If I were to ever try to sell my car would the price be reduced as a result of my gaps? Can a car with less than perfect gaps be allowed to participate in club events? I am trying to find a therapist who can understand this and help me work out of it.

Another source of anxiety is the inference by the Editor of this publication that a Cabriolet is feminine. Now I must admit that women seem to be attracted to my Cabriolet. In fact at a car show last year an attractive lady was very interested in my car and it's color. She wanted to paint her kitchen the same shade of yellow.

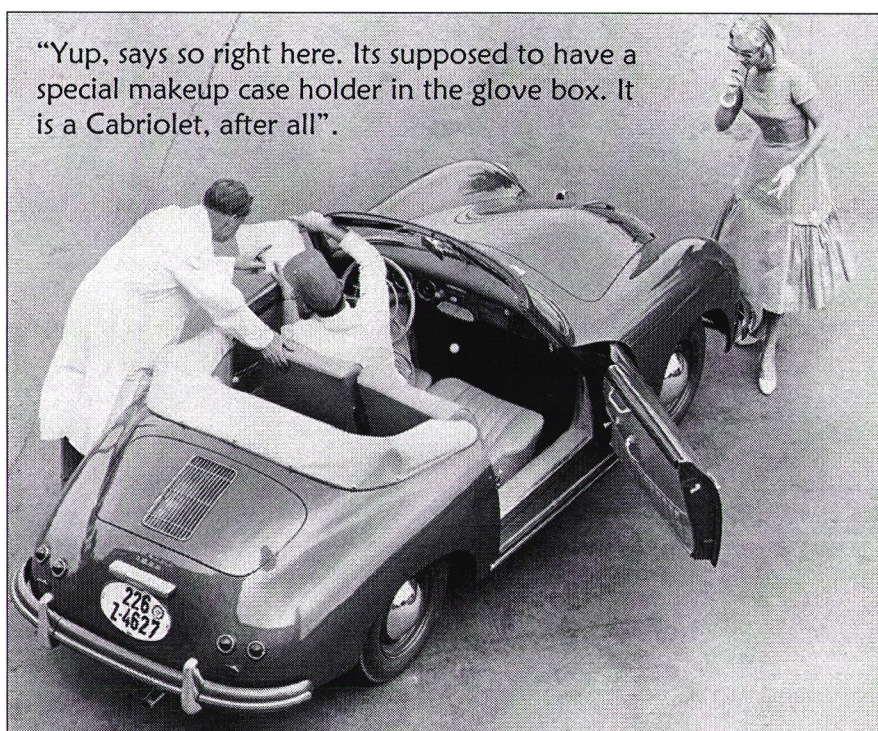
I am not concerned about the masculinity of my car, but maybe if I do something with those bumpers, call Bill and order some of those macho Panasport wheels, lower the car, put on a big racing stripe, add fog lights, change the exhaust system...



Above: *Smooth* Below: Early bumpers were best looking, but small tires made the cars look like a "pig on roller skates".



Beecher's Full Monty:
Nerf Bars, Wheels, Lowered.



"Yup, says so right here. Its supposed to have a special makeup case holder in the glove box. It is a Cabriolet, after all".

Family Affair

by Sebastian Gaeta

Many Porschephiles are fairly knowledgeable when it comes to “who was who” in the Porsche family. But there are a few twists that may surprise. For example, were you aware that Ferry’s sister, Louise (Porsche) Piëch, was as actively involved in the family business as her more famous brother? Or that her husband Anton Piëch worked at the firm in the early days and that her son, Ferdinand Piëch, held major positions within the company equal to those of Ferry’s sons. He was, after all, The “old man’s” grandson too. Piëch later left the company and eventually became chairman of VW/Audi and turned them into the success story they are today. He retired From VW/Audi in 2002 but remains on Porsche’s governing board and is a major stockholder in the company.

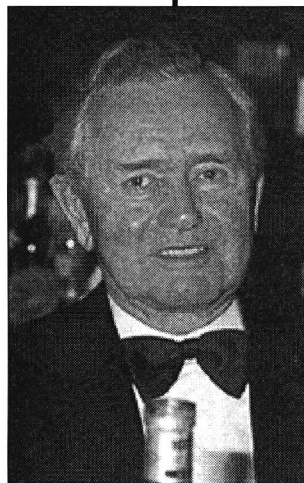
Ferdinand Porsche’s wife Alouisa (Kaes), had two nephews, Ghislaine and Herbert, who also worked for Porsche in the company’s early days, even before Gmünd. Both of them did alpine testing on the VW type 60 and Herbert rode with Ferry on 356-001’s maiden voyage.

While by no means complete, this Family Tree will give you a good idea of where each person fits into the Porsche family. Most worked at the company in some capacity, but a few only for a short while. In the early ‘70’s the bickering between the Porsche and Piëch families became so bad that they all removed themselves from day to day operations and hired a management team. This concept remains in place today and the company is as strong as ever.

Next issue, a Company Tree of the “Old Timers”.



Ferdinand Porsche



Ferdinand “Ferry” Porsche



Dorothea “Dodo” (Reitz) Porsche



Ferdinand “Butzi” Porsche



Hans Peter Porsche



Wolfgang Porsche

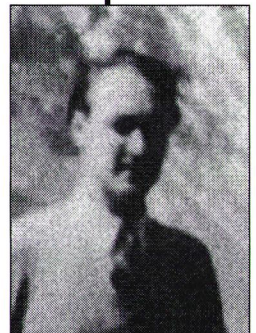
The Porsche Family Tree



Alouisa (Kaes) Porsche



Herbert Kaes



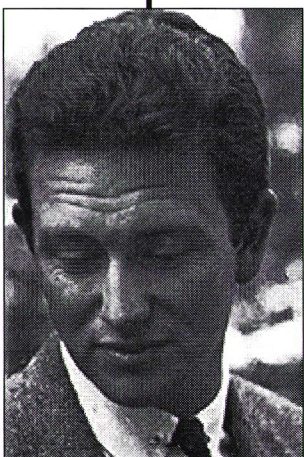
Ghislaine Kaes



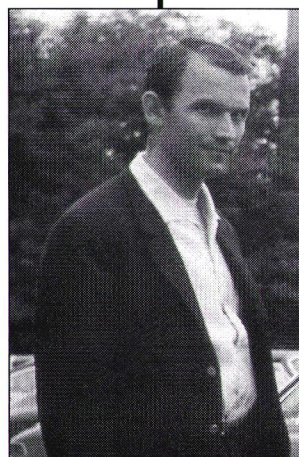
Louise (Porsche) Piëch



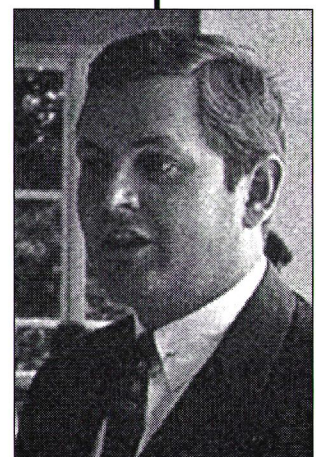
Anton Piëch



Gerd Porsche



Ferdinand Piëch



Ernst Piëch

The Gruppe's 2002 Holiday celebration caught a few people by surprise, or so I thought. December 1st was the date for this year's party which was the Sunday after Thanksgiving. As Bill Rohrer and I were riding out to the Oakland County Sportsman's Club, I mentioned that a few people might not show up because they wouldn't realize the party was that very weekend. He quickly agreed as I had called him the evening before to see if we should ride together, and his response was "Are you sure its tomorrow?"

We needn't have worried. The place was buzzing at 3:30 and packed by 4:00.

One constant throughout all of the MCG Holiday parties has been the auction. The money raised from the auction is what keeps us alive and allows us to subsidize our events. Have you noticed that unlike many other clubs (of any kind—not just car clubs), we rarely charge any kind of fee for an event. Even when we do charge a fee, it does not cover the real cost of the event. The club covers the difference. The Holiday parties are a prime example of this. The annual dues and the revenue from our advertisers just about cover the cost of the Auspuff Roar. The rest of our funds come from the auction.

In years past the auction tended to dominate the Holiday party and it began to wear on everyone. It just took too long. Last year we came up with a format that worked so well we have decided to use it from here on out: limit the live auction to just one hour and have a silent auction



running through the evening. It worked great and this year people happily walked in with their auction items which were divided between "silent" and "live" items. The Silent auction began almost immediately and ran until after 7:00. The Live auction started soon after and ended within one hour—as promised—just in time for the start of dinner. Many thanks to our members who donated items to keep our club strong and a special thanks to Wes and Diane Morrill from M&M enterprises for donating some beautiful shirts and a

1) The joint was jumpin' early.

2) Steve and Linda Mahac brought some wonderful items for the auction including a handmade 356 themed quilt won by Jan Downey.

3) Rick Spurlock, Carmen Smedberg and Sue Denyer enjoy the evening.

4) John Denyer and Lanita Dunham handled the Live auction.

5) Vic Rivera and John Denyer hold up one of Vic's original designs, a Speedster outline on a long sleeved tee.

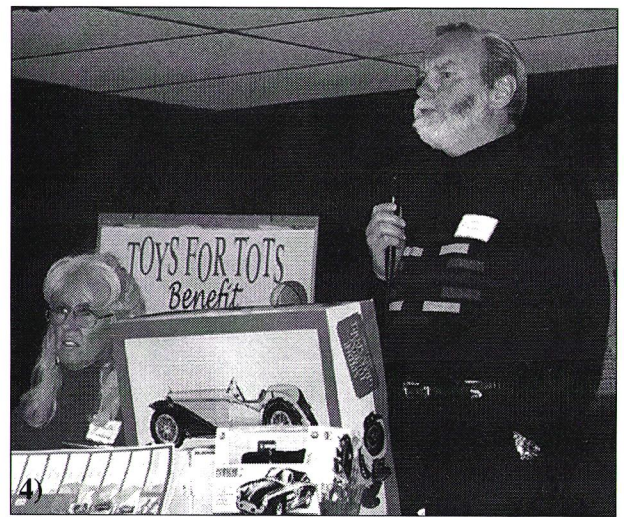
6) We always display the Live auction items before hand so people know what they are bidding on. Included here is a large scale model of an old Alpha racecar. This kit was amazing— it had a real leather interior and special tools for assembling the car, including the engine!

Porsche Design Swiss army style knife.

Even though we used the same format as last year, which was a great success, the overall flavor seemed different. But in a good way. Sure, it was terrific to once again limit the live auction to one hour so that nobody loses interest, and to have the silent auction run most of the night. It was also great to have the dinner fully catered again instead of the old "dish to pass" so that everyone could enjoy the evening. What was great about this year's party that was different from last year's was the mix of people.

Motor Cities Gruppe Holiday Party 2002

The Same Thing—Only Different



Something old, something new.

Some people we see at every event, and some people we see only at some events. And some people we have not seen for a while. I cannot tell you how nice it was to see Dick and Nancy Nettlow again after all of these years. I certainly don't mean old as in age but old as in friends. We as a Gruppe have missed them and we hope that they can make it to more events in the future.

On the "new" side, Jeff and Bethanne Simpson are members who attended one of their first Gruppe events. I had met Jeff in early November in Ypsilanti at the "Rivertec" open house (Rivertec is a huge storage garage for collector cars run by Gruppies Bill Milliken and Bill Kinley). Anyway, it was a nice surprise to see Jeff and Bethanne at the party and we hope to see them at many more future events.

At a recent meeting your Board of Directors voted to continue hosting the Holiday party at it's current location. We felt that it's low key atmosphere, the stage for the auction and it's proximity were a good fit for the club. Mark Your calendar for December 7th 2003 for the next Holiday Party.



www.356motorcitiesgruppe.com

Wheels and Tires

A Discussion with Ted Dunham and Dave Burton

Sometimes in the old car hobby a “newbie” (just like we all were) jumps into the fray and does everything he/she can to learn about their newfound love. In most conversations the basics are skipped because it’s old news to the veterans. The “newbies” may just let some information slip by them because it’s not relevant to what they are doing to the car at the time. One area easily passed over for serious consideration are the wheels and tires. If someone buys a car that is ready to go it usually has wheels and tires intact, so they may just assume that those 5.5” chrome wheels are correct. For some of us this may not be true, but I suspect that it is the case for more of us than we care to admit.

In light of this I have asked some local experts to give us a primer on wheels and tires for our 356s. **Ted Dunham** will discuss street and show cars while **Dave Burton** will discuss what goes on with 356 racecars. Let’s start with Ted

Auspuff Roar: Thank you Ted for taking the time for this discussion. Can you give us a general description of 356 wheels on early model cars, say Gmünd through ‘55?

Ted Dunham: All early Porsche wheels were adapted from the Volkswagen design, for obvious reasons. These were 16” diameter x 3.25” wide. The first wheels were bolted on, had no cut outs and were painted. Sometimes they were painted in the body color, sometimes in white, or even a combination of the two. Some of the early solid

wheels even had pin striping on them. On the “Pre-A” Speedsters you could only get silver painted wheels. The cars’ bodies were painted with enamel paint versus the lacquer paint on previous 356s, and the only available colors were red, blue or white. This was all done as a cost savings on this entry level model.

Original hubcaps on early wheels were Baby Moon design and were more cone shaped than we now use. Some cars had “Turbo” rings which were a decorative trim ring that are very difficult to come by today. Wheels with “Turbo” rings required holes for mounting the rings between the cut outs, as they were bolted on.

Auspuff Roar: How about the “A” through “T-6 B” wheels?

Dunham: The 356-A could be had with the wheels painted body color, silver or the now available chrome plating. They were 4.5 x 15” and used a 165 x 15” tire. A chrome beauty ring was also an option then. As far as

we know, 5.5” wide wheels were not originally available for A through T-6 B cars.

Auspuff Roar: And the “C” disc brake wheels?

Dunham: The disk brake cars required a new wheel center of smaller diameter because of the change in design of the wheel hub. They also came with the same finishes of paint, silver or chrome and were still 4.5 x 15”, with 165 x 15” tires. Again, the 5.5” wide wheels were not originally available.

Auspuff Roar: How were the Carrera wheels different from the standard production wheels?

Dunham: The Carrera had option available alloy wheels which had steel centers with aluminum rims held in place with rivets. These were much lighter than the steel wheels and could be painted to disguise the fact that they were lightweight wheels. These wheels, unlike the regular production steel wheels were available in both 4.5” and 5.5” widths.

Auspuff Roar: What can you tell us about specialty wheels like the Rudge knock off wheels?

Dunham: Rudge wheels were also an option and had a knock off hub. They required special brake drums that were riveted to the steel center and a knock off nut. This meant adding a



copper hammer to the tool kit for tire changing jobs. Even though the Rudge wheel was aluminum it was still heavier than the factory steel wheel. This extra unsprung weight decreased the handling of the cars. In fact, Chuck Stoddard has commented that these wheels made the cars handle quite poorly. In spite of this, the rare Rudge wheel remains a favorite with concours enthusiasts. Other than the Rudge wheels, specialty wheels like wire wheels, although mounted by a few people, were not the norm.

Auspuff Roar: Now, can you discuss the different tire sizes and brands that were originally available “back in the day”?

Dunham: Tires used back then were Continental Radial, Dunlop SP, Michelin X or 5.60 x 15”. White walls were in fact available and were made by Phoenix.

Auspuff Roar: What are the tires and sizes of choice today?

Dunham: Which size and brand you use on your 356 is your choice with many manufacturers to choose from. I recommend staying away from any wide flat tread design as the swing axle in the back will not keep this tire flat to the ground. Instead you should use a tire that has a rounder or narrower tread, like the Michelin, because it is a better match with our suspension system. A 175 x 15” is plenty of tire for the suspension as designed on our cars. What ever brand you chose, don’t

“over tire” your car.

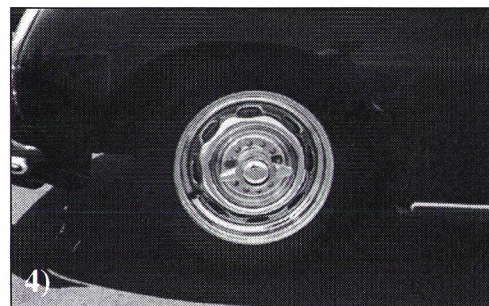
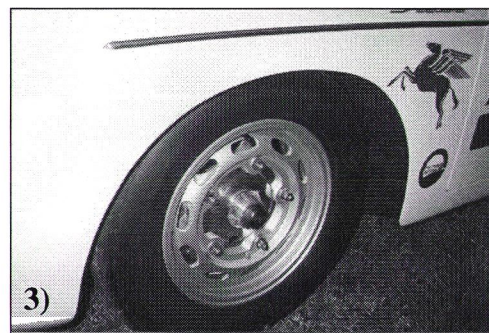
Auspuff Roar: Thank you again Ted for helping us with this discussion. Now we will turn our attention to David Burton, a Gruppe member and local racer who will discuss wheels and tires for racecars.

Dave, we would like to thank you also for taking the time to discuss this with us. First can you explain the basic differences between Vintage, SCCA and Club race 356's?

Dave Burton: The Vintage Groups (SVRA, HSR, or VSCDA) allow modifications on cars based upon the way the cars were originally raced in their heyday. Modifications that are allowed include increased engine compression ratios, additional oil cooling, the removal of bumpers, windows, etc. to lighten the car. In other words, if they did it back then you can do it now.

SCCA is the most liberal when it comes to competition changes. They allow things like fresh air ducting from the headlight openings, fender flares, fiberglass fenders and lids, coil-over suspension, etc. Vic Skirmants says that a competitive SCCA 356 is modified so much that it could not likely be reconverted to "Vintage" specs.

Club racing (PCA) requires the car to be very close to as manufactured. You cannot remove bumpers or glass and you cannot modify the engine or

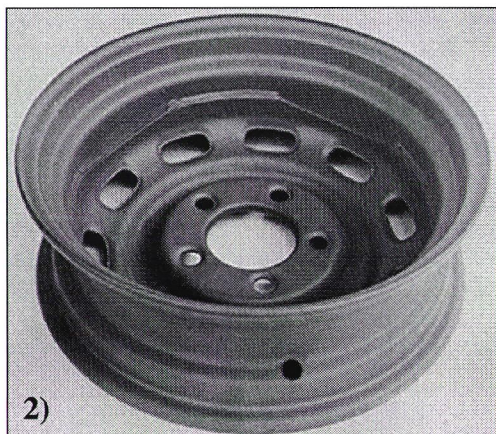


transmission. Within Club Racing, however, there is the GT6 class that allows the type of modifications that we make for the various Vintage Groups. That allows someone who wishes to participate in Club Racing with a 356 to make the cars a bit more competitive.

Auspuff Roar: What types and sizes of wheels are you allowed to use for each?

Burton: Vintage Groups generally allow for maximum wheel diameter not to exceed original diameter. Wheel widths can be up to 1" wider than original so the 5.5" wide wheels can be used here.

SCCA allows almost anything. In all



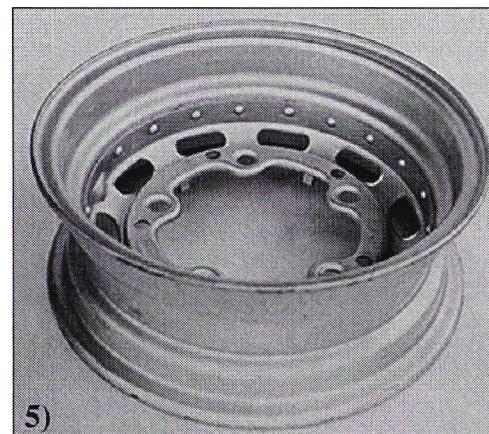
1) Note the different offset between the alloy Carrera wheel (left) and the regular steel wheel.

2) Here is a 356 disk brake wheel showing the different bolt pattern to fit the new hub design.

3) This is a billet alloy wheel currently being made for the 356. At around \$600 a copy, are they worth the weight savings?

4) The Rudge Knock Off wheel is loved by concours competitors.

5) Note the rivets holding the alloy rim to the center of this Carrera wheel.



cases, wheels and tires must not project beyond the bodywork or rub anything on the car. This is generally not a problem as certain body modifications are allowed as previously mentioned. Typical wheel types encountered include Factory Steel wheels or equivalent, Fuchs, Minilite, etc.

Club Racing will require you to use Factory Standard or Optional wheel and tire sizes. On 356s this means 4.5" steel wheels for '56 and later. If you wished to race a Pre-A, then 3.5" x16 are the only wheel allowed. Once again, if you opt for Group GT6, you are allowed to use any of the period wheels such as Minilites.

Auspuff Roar: Then what types of tires and sizes correspond for each wheel?

Burton: The Vintage Groups differ somewhat. For example, SVRA Group 3 requires Bias-Ply tires such as "Hoosier Vintage TD's", a fully treaded tire with a maximum allowed size of 5.50x15. HSR allows Yokohama Radials up to 205/60-15's. Use of the Yokos in SVRA moves you up to Group 8.

SCCA allows Modern Racing Slicks and Club Racing differs by class.

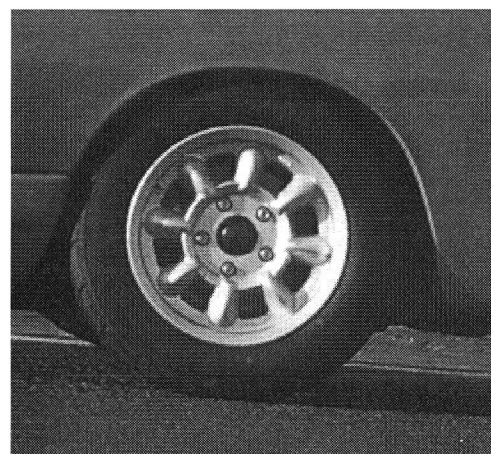
Auspuff Roar: Can you explain the difference between a rain tire versus a tire used in dry conditions?

Burton: My "rain" tires are Hoosier Vintage TD's cut with additional grooves such as you find on modern hi-performance tires. Vic uses a specific Yoko that you normally see at autocrosses. Rain tires vary greatly by entrant, availability and experience. Often, tires popular with the racers or Sanctioning Bodies are discontinued--wet or dry.

Auspuff Roar: How long are these tires good for until it's time to replace them?

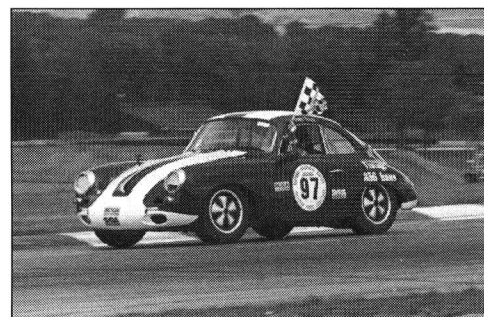
Burton: I have been getting (1) season out of a set of "TD's" and then using what's left for practice the following year. The Yoko's last longer with (2) or more seasons common.

Auspuff Roar: Thank you David for giving us your insight into the many differences between racing groups and their different rules regarding wheels and tires.



Above: The Minilite wheel is allowed in SCCA and Club Racing Group GT6, but not in Vintage.

Below: The late Tom Youk in his "full on" SCCA coupe. Note the Fuchs wheels and the small air duct in the left headlight opening.

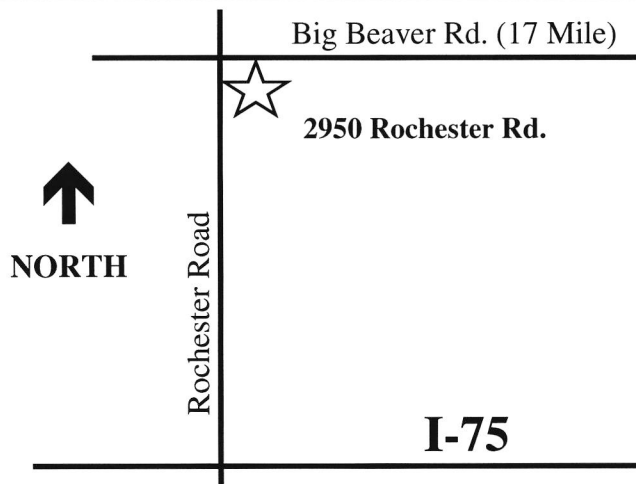


An Even Newer Location For Our Social Dinners

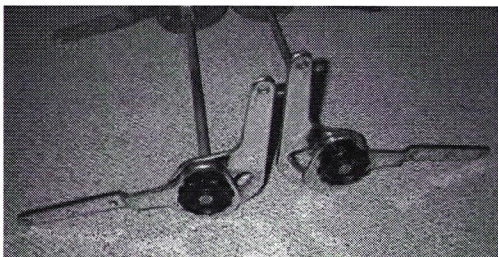
That's right, our social dinner meetings have moved again! Logan's did not quite give us what they promised so we are going to try the **Wagon Wheel**. See the calendar on page 4 for dates. All meetings **ARE NOW ON WEDNESDAYS** and start at 6:00 PM

Wagon Wheel
2950 Rochester Rd.
Troy, MI 48083
248-689-8194

Rib, pasta, steaks, salads and sandwiches deep-dish pizza. Priced around \$11 to \$24 per entree. See You There!

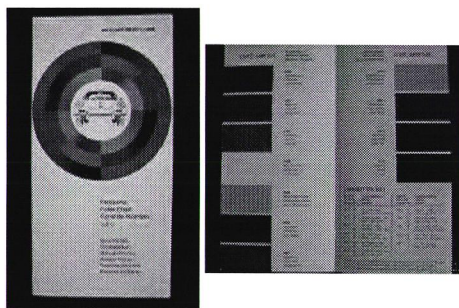


Pre-A Keiper Recliners



"One set of Pre-A Keiper-Patent recliners. One for passenger and one for driver side. Both work fine. Chrome is fine for a driver but with some scratches. For a show car, these would have to be re-chromed. Both sets work very smoothly with no funkiness. I bought these on a pair of seats that lived in dry storage for a VERY long time and as such have lasted much better than average. Considering there just aren't a lot of these out there, I would say they are certainly above average. They will bolt onto your Pre-A seats with absolutely no modification to anything. They are a very nice accessory and will get restored and go on my car if I don't get a good price for them."

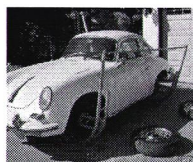
THEY SOLD FOR \$275, WHICH APPARENTLY WAS A "GOOD PRICE."



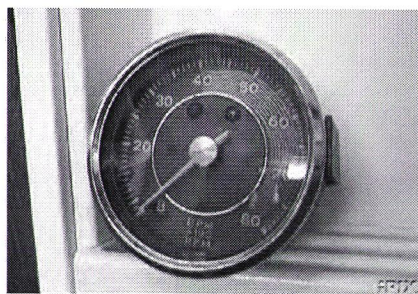
When was the last time you saw an original 356 C color chart especially in English, German and French? Besides the exterior choices, on the last page are described the interiors to match. I believe the print date on this piece is May 1964 or 5.64 but don't hold me to this. This piece is just another in my collection which I received from my uncle. It is in excellent condition. The pictures do not give a true indication of the vibrant colors on the inside. If you are into restoring Porsches to their original condition, this is a must. This piece is 8.25x8.5 inches unfolded. To make a few things clear my shipping charge is firm, if you pay through PayPal add 2.9% to the winning bid and I will ship internationally. **Sold for \$170.16**

ebay®

WATCH



This is the most remarkable tool for restoration or repair. It is GERMAN ENGINEERED AND MANUFACTURED of high quality galvanized and hardened thick gauge steel materials. It can position any car on its side safely and securely. Work and repairs can be done on the bottom or top of the vehicle. I have listed this for Porsches because that is what I have used it for myself. If you have a drum brake Porsche 356, a standard drum to disk adapter is needed. Power to raise and lower the tilter is a standard electric power drill and is INCLUDED. A low ratio worm gear driven by the drill is the key to the mechanism and attaches to the wheel hub on the raising side. Two 90 degree radius components attach to the two wheel hubs on the other side of the vehicle. Once tilted to the desired position, floor jacks are placed on the radius components and safely and securely hold the vehicle in position. THE VEHICLE WILL NOT FALL ONTO ITS TOP. Takes approx. 15 minutes to attach components and raise the vehicle. Any further questions, please feel free to email me. **Sold for \$761.00**



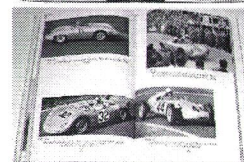
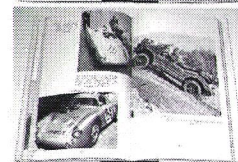
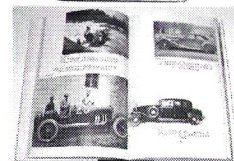
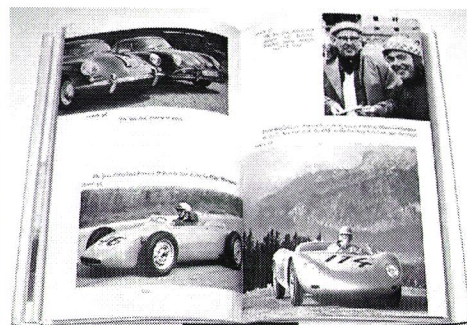
This is a rare item from an early four cam car, note the redline begins at 6000 and ends at 7500. Could have been on a racecar Like a Spyder or Carrera. Nice chrome and face. Was out of a garage and had been on a shelf for 25 years.

ACCORDING TO BRETT JOHNSON'S RESTORATION GUIDE, THIS TACH BELONGS IN A 1500 GS/GT. NICE FIND!

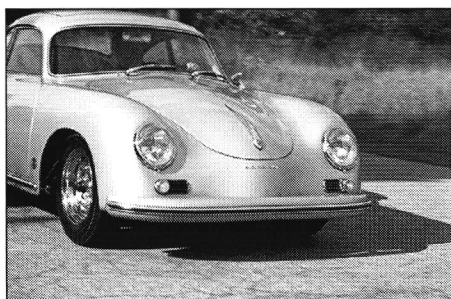
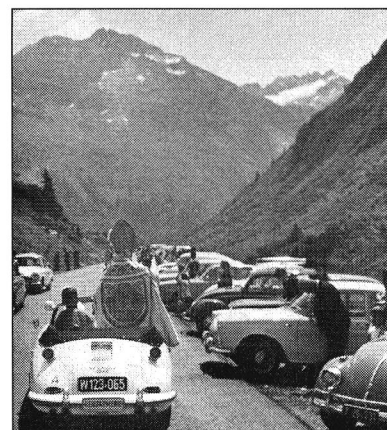
1965 book on Porsche and early Porsche racing by Richard von Frankenberg.

This is an excellent hardbound copy of a famous book on Porsche by Richard von Frankenberg, who had a great deal to do with early Porsche racing. The early engineering by Ferdinand Porsche and the development of the Porsche firm as we know it, including Ferry Porsche's role, and all discussed, and there are some great period photos. This copy of "Porsche. The man and his cars" was published in 1965 by G. T. Foulis of London. It is close to 6 X 9 inches and has 221 pages and a nice dust jacket. One small mark on the front of the dust jacket but no other marks and no cuts, tears, folds, or stamps. A very nice copy.

SOLD FOR \$125



AUSPUFF ROAR



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