

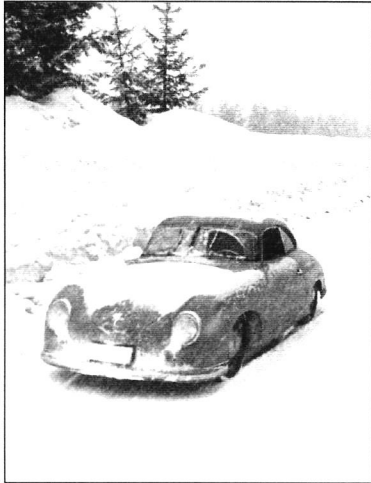
Auspuff Roar



Feb/March 2004
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ON THE COVER:

Artwork of an Early Split Window 356 in the snow.



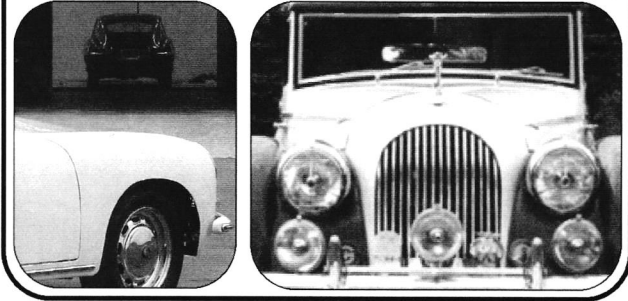
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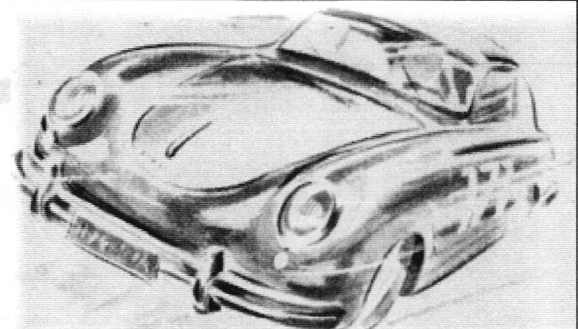
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PRESIDENTS' LETTERS



This issue's President's Column is a little unique because we have two Presidents contributing this month – so, theoretically, you the valued member get the bonus of the words of the outgoing President and the incoming President. Now, when the job was handed me by Dick Beecher, his sentiment was “Next and subsequent columns are yours, as I’m not writing another one.” And in the case of Dick (who acquired all of his technology insights from Phil Kubik), writing meant a Number 2 pencil and cursive script!

We have a new Board and a new President. Joining returning Trustees Dan Christie and Dennis Denyer are Mike Heilmann, Bill Rohrer and Barbara

Skirmants. Barbara is a veteran Trustee; and although Mike and Bill are new to the Board, they have been long-standing active members of the Motor Cities Gruppe. As you can tell from reading below, Dennis was appointed President and Sebastian Gaeta has agreed to continue as Vice President. A mighty strong Board and great officers going forward.

Of course, as the lame duck President, my responsibility is to discuss recent actions taken by the Board. First, we have a great set of events lined up for this year, and I’ll let Denny talk about that good stuff in more detail. Second, we need your dues – to pay for the quality newsletter, the member Directory, the maintenance of our

fine web site, and the subsidization of some of our events. So if you haven’t paid for 2004, please get a check in the mail to Barbara Skirmants. And I have a great incentive for you to write that check soon – a dues increase. In order to cover all of the above, we have found it necessary to raise the dues from \$15 to \$20, effective April first (you probably didn’t notice my “Spend, Spend, Spend” campaign during the Iowa caucus and New Hampshire primary – I was always just to the left of Howard Dean).

Well, time to turn both the reins and the proverbial pen over to Denny....

DAVE

There is a phrase from an old song that says, “change is gonna do you good”, but I’m not so sure that it’s all that true. But change is something that always happens, whether for the better or worse. There have been changes in the leadership of the Motor Cities Gruppe and one of those changes has been in the Presidency. Dave Peterson’s term was extended to a third year in January of 2003 and, try as we did, we couldn’t get him to agree to remain as President for 2004. I thought the title of “President For Life” had a neat sound to it but Dave just didn’t see it that way. Plus, he assured us that he really wasn’t going anywhere and would still be around for us anytime he was needed. Dave did a wonderful job in his three years as President and, in my mind, the most notable was working with Gottfried Hogh in creating the MCG Website, the very best website in

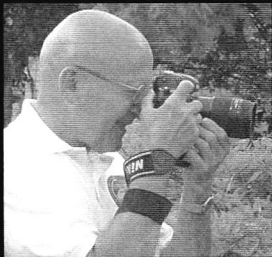
all of the 356 Registry, and probably in all of the Porsche Clubs worldwide. Dave is truly a tough act to follow.

The Trustees asked that I serve as the new President for 2004 and I accepted. Then, the next morning upon waking, I sat-up in bed and asked myself, “I did WHAT”? But looking for a morning-after pill, without success, I figured that I best get serious about the job at hand. Seriously, I was pleased to have been asked, and while I can’t promise you that I’ll do as good a job as my predecessors, I will promise you a good time (now that sounds a little trashy, doesn’t it?). To make my job much easier is a most capable Board of Trustees that includes Barb Skirmants, Dan Christie and new members Mike Heilmann and Bill Rohrer. Assisting us are Lanita Dunham; Gerald Van Vliet; Sebastian Gaeta;

Gottfried Hogh and Past Presidents Dave Peterson and Dick Beecher. And if I have forgotten anyone, please excuse me for this rookie mistake.

We have an active and fun year of activities planned for 2004. Sebastian’s Dinner Cruise and brother John’s Spring Tour to R & M Restorations in Chatham, Ontario are just the first couple planned for early 2004 and there are many more equally interesting events for later in the year as well. Interspersed among our own are such events as the Literature & Memorabilia Swap Meet in L. A., the Dunkel’s Swap Meet in Anaheim, the Hershey Swap Meet, The East Coast Holiday in Williamsburg, Porsches to Pinckney and the list goes on-and-on. This will truly be a memorable year for the Gruppe and for your new President. Let’s see how I do.

DENNIS



Photographer's Perspective

by Gottfried Hogh

The mental image we construct from viewing an object, we build up over time as we scan it with our eyes.

Even though our eyes and cameras share some common physical features (lens, light sensitive surface, iris diaphragm, etc.), the still camera usually captures the image in a brief instance, generally a fraction of a second. Thus as you approach your tub to take a picture your mind's eye has one view, but the final photographic results is in large measure established by where the camera's lens is positioned in relation to the car at the instance the exposure is made.

Secondary to the exposure instance in forming the image is the viewing angle of the lens. The proportions of the subject and also its relationship to the background is a function of whether the lens subtends a wide angle view or a narrow one, as in the case of a telephoto optic. The viewpoint is independent of the lighting or the dynamics of the subject (moving car, stationary background) but greatly dependent on the spatial relations between photographer/camera and the subject, 356 Porsches in our case.

Over the past decade variable focal length lenses or zoom lenses have become increasingly prevalent, so much so, that the 3x (optical) zoom lens is the norm for medium priced digital cameras (\$250 - \$356) these days. While the images in this article were taken with an interchangeable lens model (Nikon D1 digital SLR) I selected photos that could just as well have been taken with a \$350 CoolPix or Canon Elf.

But back the points under discussion -- viewpoint and perspective.

Let me illustrate these two aspects by starting with an unusual, but not too extreme, example of viewpoint and fairly normal perspective. After a lengthy photo session with the Gobba's black Speedster, during which our photo group touched three separate locations, we briefly stopped near the old Ann Arbor railway station (and current Gandy Dancer restaurant) on Depot Street. The reason for selecting that location had nothing to do with the building architecture or natural scenery of the area, but simply because the Broadway bridge overpass that spanned the street, rail lines and Huron River made an easily accessible overhead viewpoint.

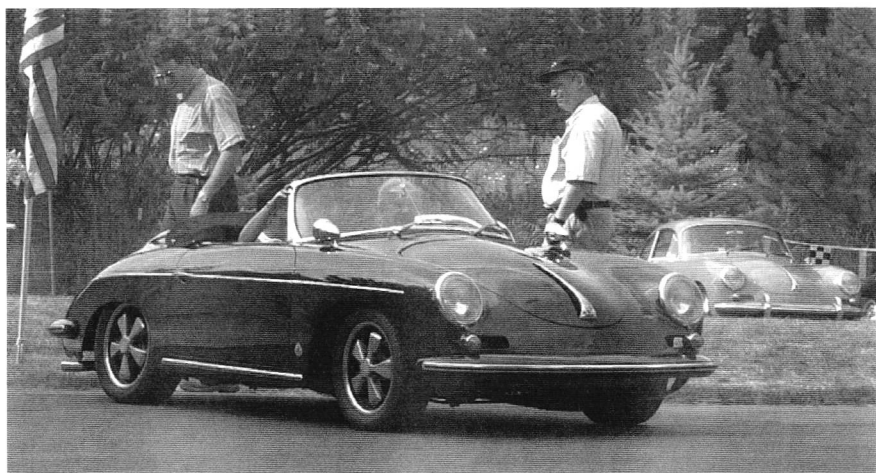
There are several hundred photos of about ten different Speedsters in my digital photo library (i.e., on my computer's hard disk), but this high angle image of (sun glassed) Shirley and Dick Gobba in their black beauty is out in a print housed in an acrylic holder in my living room bookcase. I have several other good photos of their 356, but this is a favorite. In part it is due to both of them being equally visible in the cockpit and the unusual viewpoint. It does illustrate the Speedster form, from characteristic windshield frame to the "A" front and curved side spear, to the rounded rear deck. But all of these points are from a different perspective, and that adds interest (at least for me).

A number of photos from several sessions with Dick's Speedster have been published in



past issues of this newsletter, so I'll try to illustrate different viewpoints (and minimal perspective change) using several photos of Don Munoz' sleek, black Roadster shown below. The two frontal views were taken within a minute of each other as Helen and Don were departing from the 2002 Summer Picnic at Ted Dunham's place. My aim was to capture the smoothness of the T5 front with the continuous curvature of the 'override-less' front bumper. The 'normal' 35-70mm zoom lens was on the Nikon D1 and there was no time to change lenses, and since the car was moving slowly, I had to take the photos under changing background and lighting conditions. It is the wide angle view (bottom right of this page) with the lens at the 35mm setting that best communicates what I wanted to say about that Roadster. There are a number of deficiencies with that image, but the wide-angle perspective producing the receding / converging fender lines that sort of blend with the characteristic roadster windshield frame to produce an almost rounded triangular plan that works for me.

However, my favorite in the series of four Roadster images below is the 'telephoto' perspective of the in-motion side view. That image was taken with an 80mm setting and shows the al-





most orthogonal lines and 'normal perspective' produced by that lens, in obvious contrast to the 'highly convergent perspective' of the top two Gmünd Coupe images on this page.

The photograph of Don's Roadster illustrates two other aspects: panning the camera to follow (and stop) the motion of a transverse moving subject and isolating the subject from the (unimportant and detracting) background by selective focus. Telephoto lenses exhibit a shallow depth of field (in contrast to wide angle optics) that permits blurring the near foreground and background. This concentrates the viewers eye on the subject in sharp focus. In this particular image the background is rendered **even** with even less detail by intentional motion blurring. This effect also conventionally increases the sense of subject speed, since the car is seen in relatively sharp focus. The radial blurring of the wheel spokes only adds to the visual sense of motion.

The top two Gmünd Coupe images on this page were photographed at the 17mm setting of my wide angle lens. They appear almost distorted due to the highly convergent lines projected at that focal length to image size ratio. This effect can be masked a bit by the curved lines of our 356 tubs, but can easily be seen if one compared the relative sizes of the neared and further headlight on this and the

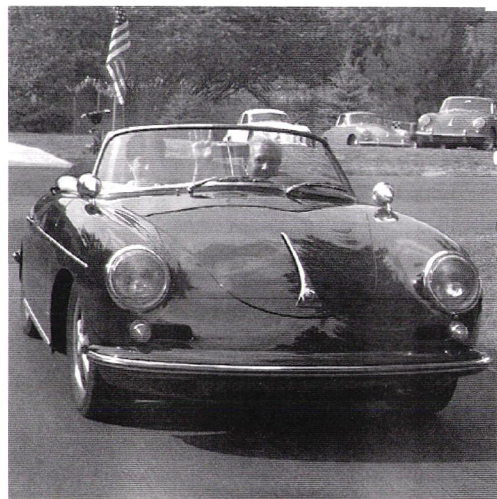


bottom right image of Don's speeding Roadster. The two headlights appear of equal size (as expected) in the latter, but if you examine (and actually measure) the dimensions of the headlight rims on the Gmünd Coupe you'll note that the more distant one is about 70% of the nearer. This is obviously a perspective effect of the wide angle image.

The second three-quarter front view of the Gmünd Coupe, the one with Chuck Stoddard looking out from the driver's position is intermediate in "angle of view" perspective between the two previously described images. This is the classic 'normal' view from the equivalent of a standard 50mm lens on a 35mm film camera. The horizontal view angle is about 46 degrees,

and images produced from this lens exhibit proportions and an overall perspective that corresponds to the average or normal image we construct in our mind's eye.

I've tried to avoid giving 'cookbook' advice on how to establish the viewpoint and perspective when you go to photograph your 356 with a zoom-lens camera in hand and the freedom to move about and around your photographic object. The viewpoint and perspective you select is actually a part of the photographic statement you make. It is a part of the phrasing in the common graphical language you employ in making a comment of the subject so dear to us, the Porsche 356 sportscar.



Brake Shoe Blues

by Jeri Silfies

I don't think I have a single friend who doesn't have a few idiosyncrasies which tend to irritate me. My good friend Willie, the 356B, is no exception, and one of the things that bugs me most is the way his brakes act.

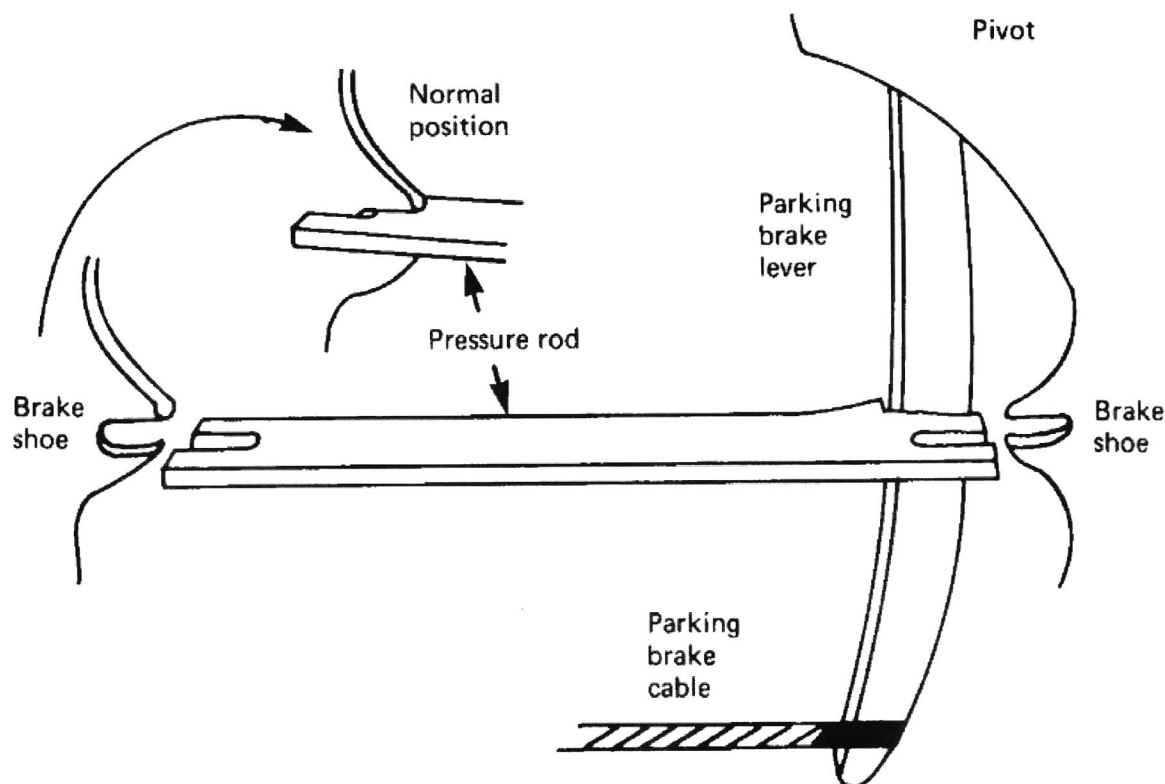
Initially, we had hopes of being able to correct not only the squealing brakes but the out of-round drums as well, so we had our drums turned and the brake shoes radiused to match-as, we later learned, had the previous owner. Recently we discovered why this is not such a good idea, particularly for the rear brakes.

I was most chagrined to discover one day on the way to a lunch date that my right rear wheel was making a dreadful clunking sound which I thought might be a flat. I got out, checked tires, suspension, under-carriage, and even the inside of the hubcap-and could find nothing wrong. As I was already late, I decided to continue on. Ten feet later I started slowly rolling my disabled vehicle into a conveniently adjacent parking lot. When help arrived and the wheel was removed, we discovered the problem. The rear brakes—except on our car at present—include a bar, called a “pressure rod” in my owner's manual, which makes the parking brake work. This rod had dropped out of position and was rattling around loose in Willie's brake drum. Fortunately, there was no serious disablement and we drove the car home, minus the rod. Within the next month we dropped two more rods, one from each rear brake. The pressure rod is held in place by two slots in

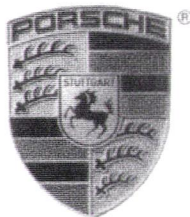
the brake shoes. Under normal operation this is a most satisfactory arrangement. However, when the shoes are somewhat worn and the drums are a little larger than they should be, there is room for the shoes to move far enough apart to release the rod completely, dropping it out of the slots and into the works. This was an effect of having the brake shoes radiused.

Normally, rear shoes will not wear sufficiently to need replacement within the first fifteen years of service, but under the abnormal conditions I have described, this is no longer true. We are currently operating without a parking brake until we can get new rear shoes for our brakes so that the rod will stay in. Our front shoes, usually the first to go, are in fine condition.

Incidentally, the turning and radiusing proved to be a very temporary solution to the noise and out-of-round problem. My recommendation to those of you with the same problem is to learn to cherish the idiosyncrasies of your car as a part of its character. I have friends who swear that frequent, hard braking keeps their brakes round and silent. I have tried this system many times with Willie with minimal success. Each Porsche has a distinct personality and mine has noisy, out-of-round brakes, not uncommon to the breed. I love him anyway—best of luck with yours!



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NLA-503-011-04	\$422.88	\$375.00	RIGHT 1/2 NOSE PANEL 356BT5
NLA-503-011-10	\$438.88	\$375.00	R. NOSE PANEL INC. FOG LIGHT BRACKET 356BT6/C
NLA-503-011-11	\$437.88	\$375.00	L. NOSE PANEL INC. FOG LIGHT BRACKET 356BT6/C
NLA-503-023-00	\$238.00	\$175.00	LEFT REPAIR PANEL, FRONT 6" OF THE FENDER AT THE NOSE PANEL 356B, 356C
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He was the first ambassador to promote Porsche cars in Central America, was winning rallies, earned to start in grueling La Panamericana, the 24hours of Le Mans and the 12-hours Reims races. This man has fond memories of Dr Ferdinand Porsche and developed life-long friendship with his son Ferry. Who is he?

Jaroslav Juhan, the 82-year old gentleman (living in Switzerland), visited the Third annual VW & Porsche Club meet in Mafersdorf (Vratislavice n.Nisou) last September, the birthplace of Ferdinand Porsche.

I was talking to Milan Bumba, the president of this Club, on my vacation last October. He was pleased that 50 cars attended, but unfortunately not a single 356 showed up. Because of the space constrains on the Porsche's former house property, the local brewery offered its courtyard for the event (I wish we could be so lucky to be treated in the same manner here).

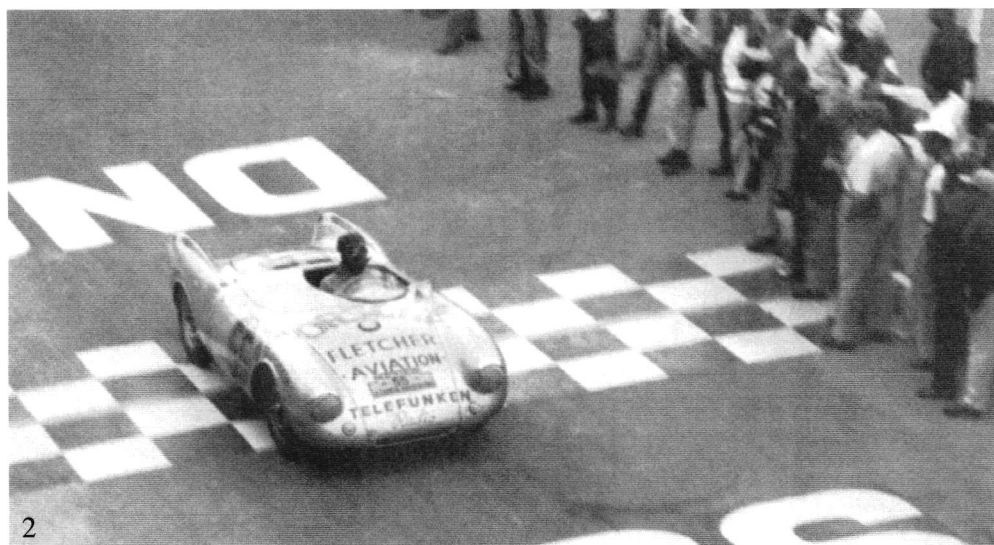
In his brief interview with a local journalist, Mr. Juhan remembered: "Ferdinand Porsche worked for Daimler when I was an importer of Alfa Romeo, Lancia and Moto Ducati into Czechoslovakia. I met him through a mutual acquaintance in a Paris automobile exhibition."

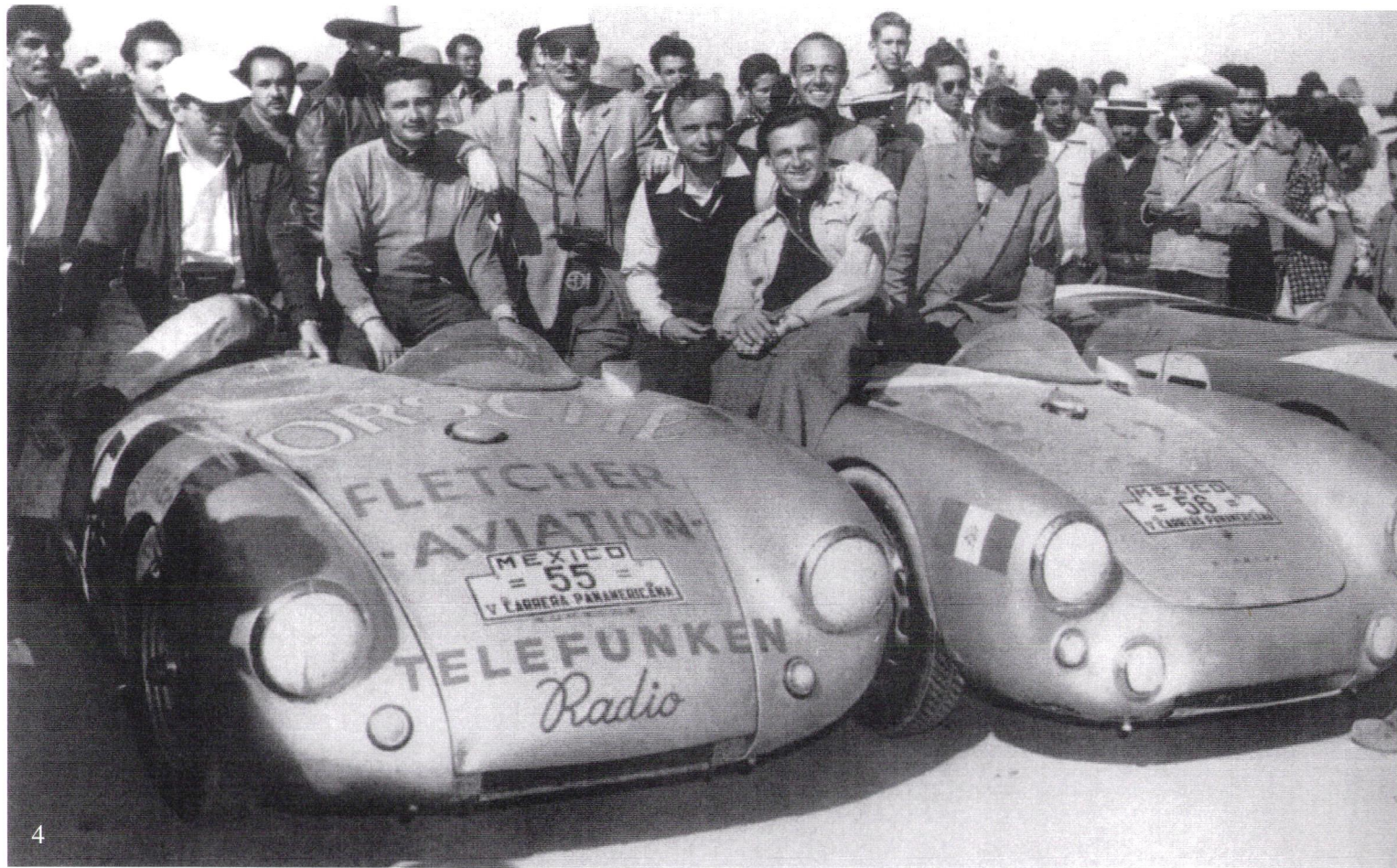
"After W.W.II Professor Porsche started his own car manufacturing in a small shop in Gmünd. The first two Porsche cars (built in his shop) were sold to France for a truck-load of wine. In Germany, a new 'war' started between the French and British secret service over the Porsche 'know-how.' Even I was interrogated; however Dr. Porsche spent in their custody much longer. Are you Familiar with the Renault 4CV model? Its 750 ccm OHV motor was supposed to be his design done while in the custody of Frenchmen."

"In that time young Ferry took over the firm. It was he who sent me to Central America as a salesman for Porsche. In Guatemala, big American cars were in majority and were priced similarly as our Porsches. Local Indians named our cars los Sapos (Sapo means a frog in Spanish) and made fun of them. How could I promote these cars? I took one 356 and registered it in a local car race. This was the only possibility for showing them how they can per-

Are we driving el Sapo?

by Zdenek Base





form. Already in the first competition, the Grand Prix of Pacific, I scored some racing points.”

“Our Porsche racing results gave notice and people started to come to our agency. After winning in Pueblo, we received an invitation to the famous La Carrera Panamericana race. This was already a first class event. The starting list included such names like Louis Chiron, Alberto Ascari, Hans

1) Juhan drives this 1954 550 to 1st in class and 4th overall in the 1955 1000km at Buenos Aires

2) 550-04 wins its class at the 1954 Panamericana

3) Porsche Coupes at the 1953 Panamericana

4) From left to right: Herbert Linge, Huschke von Hanstein, Hans Hermann, Juraslov Juhan and Werner Enz at the 1954 Carrera Panamericana

Herrmann or Karl Kling. I could not imagine, but my car (550 Spyder) finished 4th (second in the class), right after Maglioli, Hill and Herrmann. Juan Manuel Fangio, the GP World Champion, took me aside and said: ‘Jaroslav, you are going to Buenos Aires with me.’”

Jaroslav Juhan raced in Central and South America and later in Europe until the end of fifties. “That was entirely different time” explains Juhan. “Ferry Porsche would send me to a race but I could not make a single scratch on the car, because immediately after the competition, the car was washed, polished and sold the next day.”

“I am glad and lucky to be at the beginning of this firm’s existence. To this date I have a good memories of both ‘the Old Professor’ and Ferry Porsche.”

My attempt to contact Mr. Juhan in Switzerland was not successful (this time). Perhaps in the future, I will find out little more about this man. If we realize that he was not a professional driver, his racing talent and record (mainly in Porsche 550 Spyders) is very good indeed. The following is his

partial racing record:

1953	At La Carrera Panamericana, in individual stages, he finished in 4th, 1st, 1st, 1st, 2nd, 3d, 3d in the 1500 class, and in the last stage had an engine failure.
1954	At the same race, Hans Herrmann edged J. J. for the first place in its class.
1954	At the 1000km of Buenos Aires, he finished 1st in the class.
1955	At Le Mans, he finished 3d in the class (with Helm Glöckler).
1957	At the 1000km of Buenos Aires, he finished 2d in class in Porsche 550 RS Carrera.



'Twas the "Night Before Christmas" Kind of Party!

The 356 Holiday party at Bakers of Milford was stupendous, tremendous, tasty and fun!

The guests gathered from all across southern Michigan to see car friends, dress up, bid on gifts brought by others, visit about the past year and plan for the new and, of course,---eat, eat, eat. I understand a few of those gathered had a drink of fermented fruit to toast the passing of such a wonderful year.

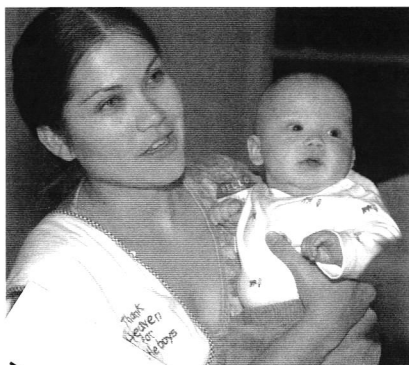
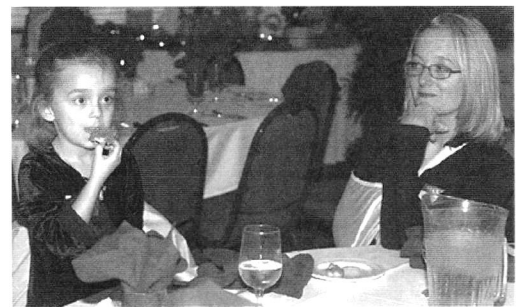
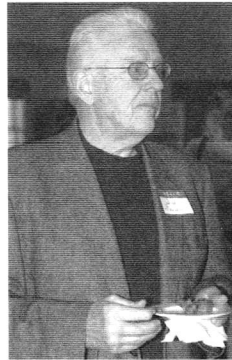
Sebastian lined up all the bid items for the silent auction as well as the live auction that proceeded promptly after the sumptuous meal catered by Bakers. Now that was some good eats. Vic Skirmants was the master of ceremonies for the auction with Dick Beecher hawking the wares and encouraging the bidding. Lanita Dunham kept score and harassed the audience to compete for the nice treasures. When all was bid and counted, we raised enough to keep our editor in business for another year.

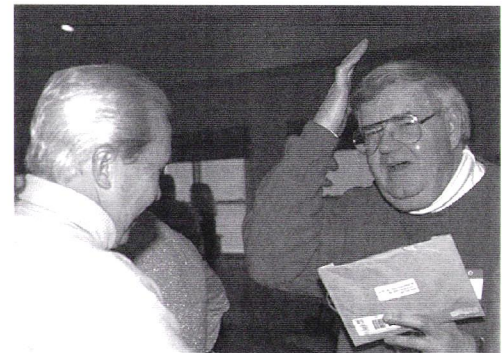
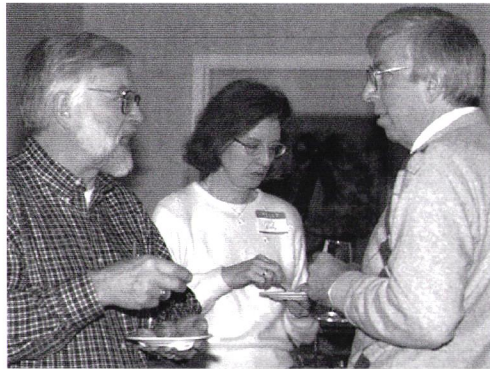
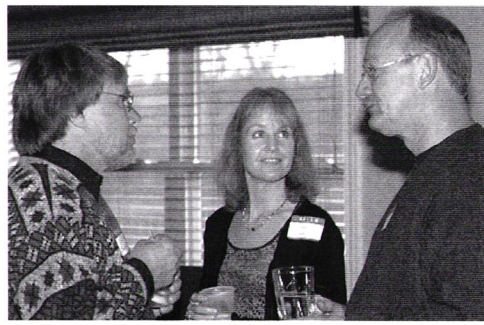
Sebastian's "Night before Christmas" poem was a true gift to all in attendance. The planning by the board with the "kick-start" from Michael Heilmann provided a great new location for this well attended event. Most of us "regulars" were there and were so very happy to see our dear friends again, as well as those members that aren't able to attend numerous events during the year. It was so nice to see Dick and Nancy Netlow together at the party, and that Bill and Shirley Hallendal made the trip from up north to gather with us.

Merry Christmas? Yes it was.

Love to all,

Lanita.





Gottfried Hogg Wins the Helping Hand Award for 2003



Gottfried Hogg, our webmaster and Auspuff Roar Art Director, was awarded the 2003 Gruppe "Helping Hand" award. Gottfried's tireless work on the website and newsletter made him an overwhelming choice for this year's award. Congratulations Gottfried, and thank you for all of your efforts.

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MOTOR CITIES GRUPPE CALENDAR

February	22nd-Winter Blues Dinner, The Dakota Inn. See page 19.
March	Open
April	24th Hershey Swap.
May	16th-Annual Spring Tour. R&M restorations, London, Ont. See next issue for official date and details.
June	6th—Dinner Cruise. See next Issue for details. 19th-20th—Bay Harbor Concours. See next issue for details.
July	17th-1st annual Auburn Cord Dusenburg Museum Cruise/Porsche Lit meet. Following day is the 3rd annual Auburn All Porsche Swapmeet. See next issue for more info. 30th—Porsches to Pinckney. See next issue for more info.
August	22nd—Gruppe Picnic, Barb & Vic Skirmants Host this annual event.
Sept.	26th—Horsepower Hollow 100. 19th—Ferry Porsches Birthday 29th-Oct 3rd—356 Registry East Coast Holiday.
October	TBA Annual Fall Color Tour.
November	Open
December	5th—Annual Holiday Party, Baker's of Milford.

356 Cabriolet Destroyed in Hell, Michigan Fire

Mike Brady, a long ago MCG member and resident of Hell, MI lost his home in a fire on January 2nd, 2004. Mike was unhurt, but destroyed in the fire was his 1963 Cabriolet along with one of his most prized possessions, a beautifully restored 1950 VW Beetle. Many of you saw his VW at the 1995 Eyes on Design show where Mike displayed the car alongside other Porsche designed vehicles at the Edsel Ford Estate.

Sadly, Mike was taking a break from writing his mother's eulogy when the fire broke out. His mother had died earlier in the week and Mike was preparing the story when he took a break to work on one of his cars. The heater he used inside the garage was the culprit. He was able to save his VW bus and '67 convertible, although the bus did receive some fire damage. "I lost my whole life here, but I'm alright, my dog is alright and my neighbors are alright, and that's all that counts" Mike said after the fire. Mike plans to rebuild at the same location and we wish him well with his endeavor.





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The Zen of Neat-o

by Brad Richards
photography by Gottfried Hogh

There are many rare things in life which, by definition, should be valuable. It is true that a Picasso or a 1st edition book by Thoreau would be valuable. It is not true, however, with an "8 track" tape player or an "I'm with Stupid" tee shirt. What makes things valuable is the desire people have to own one. That is why the rare, and typically unloved, Karmann Hardtop is hands down the best value in the 356 hobby.

Rare, yes. Desirable? Well, it depends on who you talk to. The 356 community, for the most part, looks upon the Karmann Hardtop as a quirky little tidbit in the history of the early Porsches. What this translates to is a terrific way to own a 356 at about 20% less the going rate of a regular coupe. Same engine; same suspension; same interior; same feeling of quality. It just takes some getting used to. The story of how these cars came about

is not a well documented one, but here is what we know: Starting in 1961 Karmann GmbH started supplying Porsche with these "Hardtop Coupe" bodies. They were called "Hardtops" because they were patterned after Cabriolets with a hardtop attached. Production rose to about 15 bodies a day through 1962 until they stopped production of this model and began producing regular coupes.

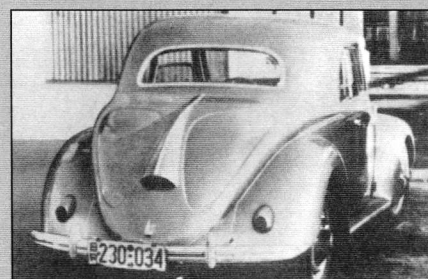
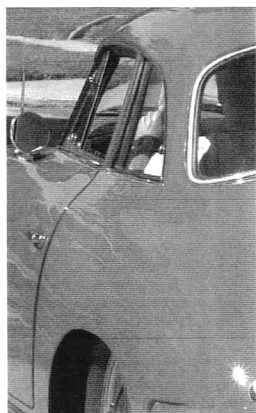
The T-5 variations, as seen here, were literally a cabriolet body with a hardtop welded on. There have been many successful "Hardtop to Cabriolet" conversions including the '61 converted by Don Marrah and now owned by Gruppe members John and Carol Thomson. Simply grind around the rear cowl, cut through the spot welds and Viola! Instant Cabriolet. The alignment posts and the provisions for the top latches are

all there, so there is no modification required to close your soft top—that is once the paint is redone and you've actually located a soft top.

It is quite interesting to note that the T-6 version does not have this same "ease" of conversion. The body is no longer a real Cabriolet and does not have the posts etc. that make the conversion a viable one. The changes to the body were identical to the regular T-6 coupe, except for the larger rear window. The windshield was bigger, the front hood was squared off and the engine lid had twin grills. All interior changes carried over to the Karmann Hardtop as well.

This car is owned by Steve Schafer of Stow, Ohio. We met Steve at the annual Ohio Tub Fanatics memorial Thom Kearns Corn Roast and were able to photograph the car there.

Steve and his son attended the show and it is clear that they love the car as much as if it were a "regular" coupe. And, hey, the \$ saved goes a long way towards college tuition, right Steve?

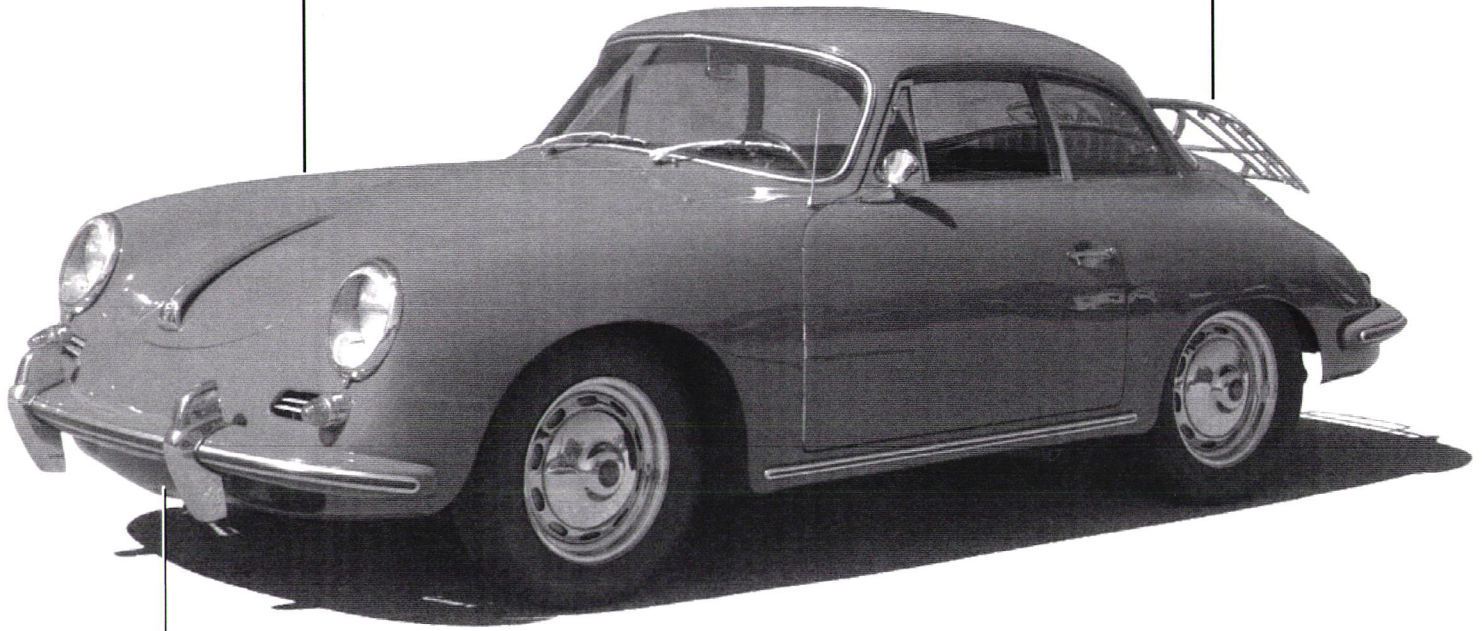


Hebmüller Type 1 sports coupe

Hebmüller, the original supplier of bodies for the VW convertible, wanted to go into production with this VW Type 1 sports coupe, but the factory burned down before it got beyond this prototype. Karmann then took over production utilizing their own 4 seat design vs. the 2 seat design of the Hebmüller. Is this where Karmann got the idea for the Hardtop?

CABRIOLET BODY +
STEEL HARDTOP = KARMANN COUPE.

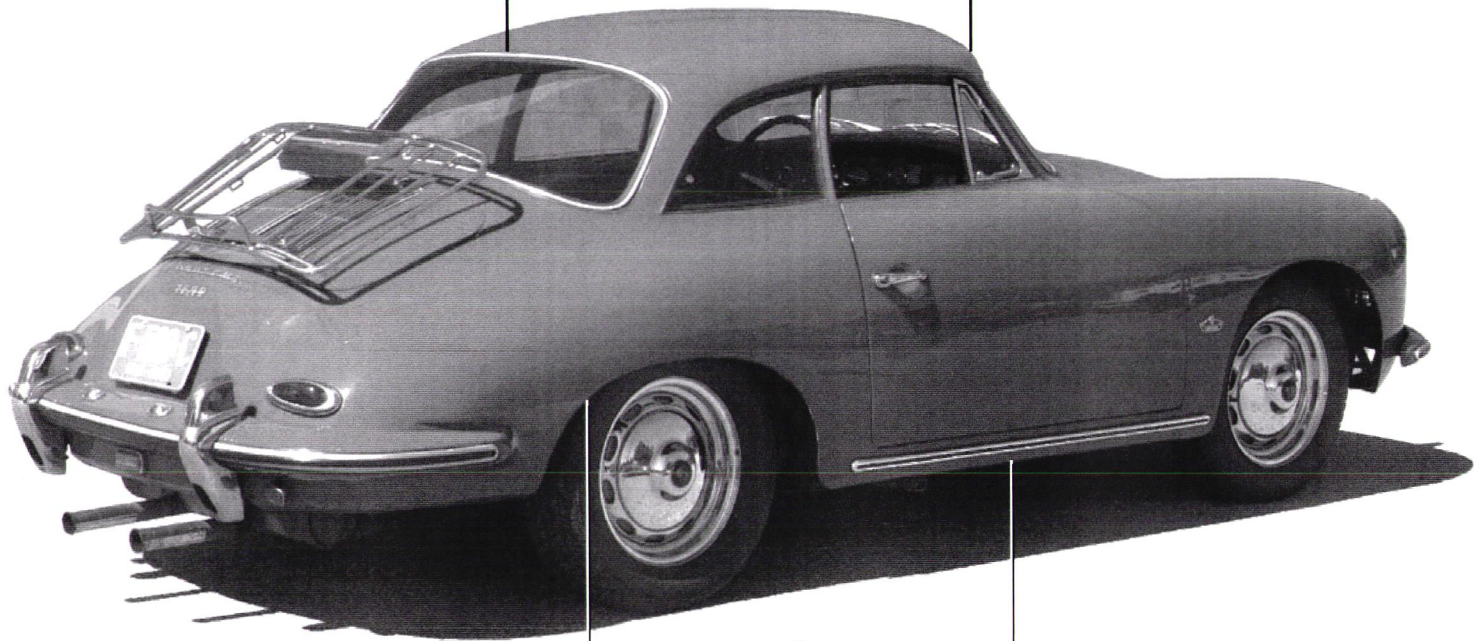
VISUALLY, IN BOTH OF THESE VIEWS,
THE TRANSITION FROM DECKLID TO
BACKLIGHT IS SOFTENED BY THE ADDI-
TION OF A LUGGAGE RACK.



THE SAME GREAT FACE, JUST UNDER A
DIFFERENT HAT.

WOW! LOOK AT THAT HEADROOM!
COMPARED WITH OTHER 356's IT CAN
BE DESCRIBED AS GENEROUS!

UPRIGHT BACKLIGHT AND DAY-LIGHT
OPENING MAKES FOR A VERY STATELY
356.



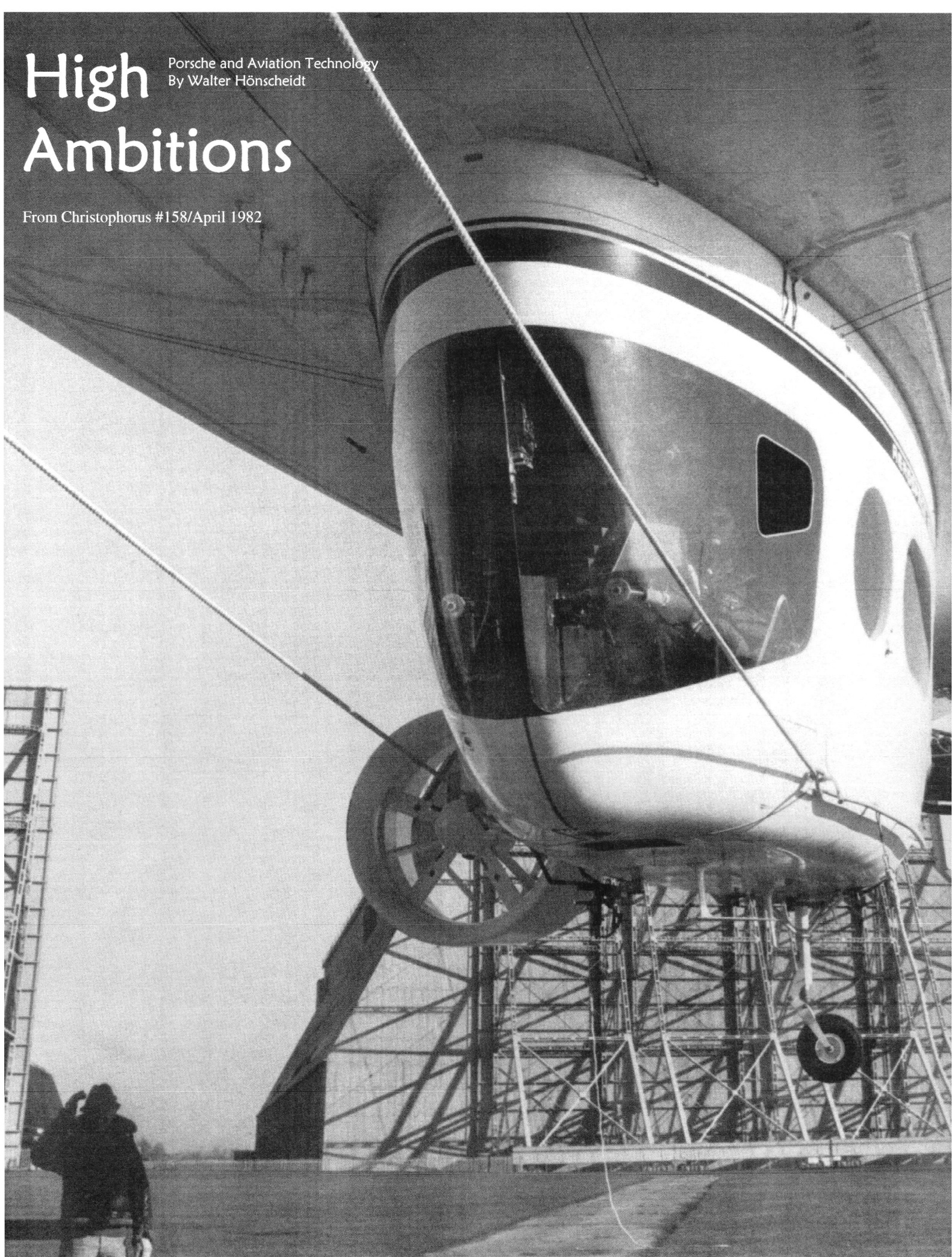
THE REAR WHEEL OPENING SILHOUETTE
HARMONIZES WITH THE DAY-LIGHT OPENING
GRAPHIC.

OTHER THAN THE WELDED ON HARDTOP,
THE REST OF THIS 356 SHARES ALL OF ITS
BODY PANELS WITH THE CABRIOLET.

High Ambitions

Porsche and Aviation Technology
By Walter Hönscheidt

From Christophorus #158/April 1982



Sports pilot Peter W. Schutz is the first "flying general" at Porsche, but the Porsche name has been connected with aviation technology longer than the firm itself has existed.

Shortly after Ferdinand Porsche was appointed Technical Director of Austro-Daimler in Wiener Neustadt, in 1906, he began development of aviation engines. This tireless inventor foresaw future developments at a time when there were

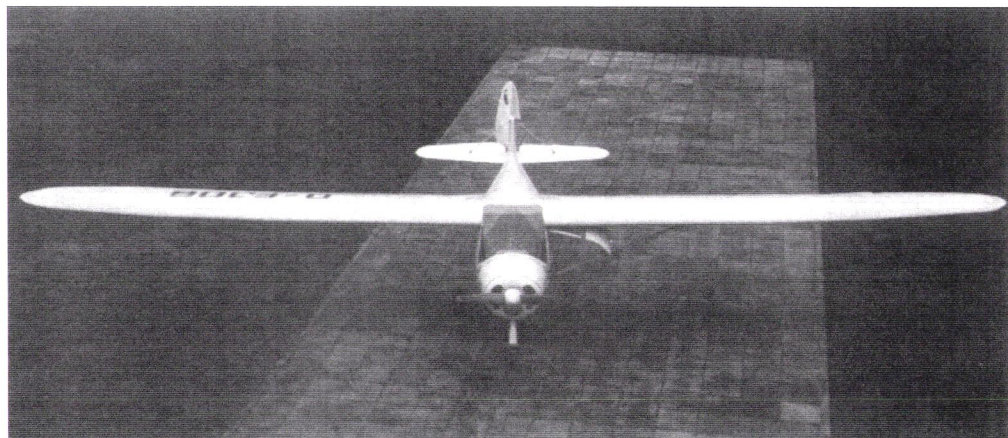
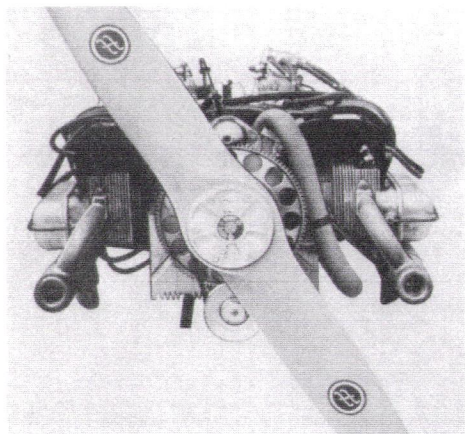
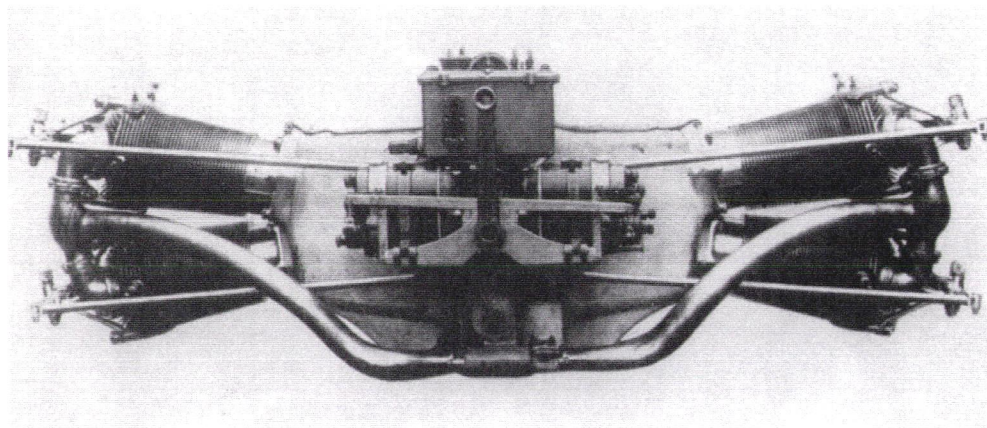
scarcely a dozen airplanes in all Austria, as one chronicler notes. After all, the first officially confirmed propeller flight in Europe only occurred on 23 October 1906.

The first airborne engine from Austro-Daimler didn't power an airplane, however, but the Austrian Parseval dirigible balloon, an airship of the non-rigid type. Several such dirigible balloons were fitted with engines from Wiener Neustadt in

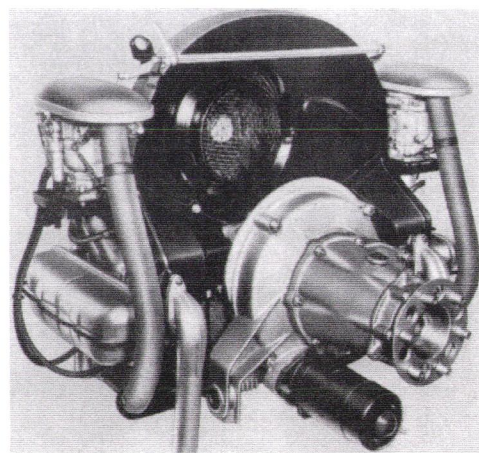
1907 and 1908. These were four-cylinder power plants mounted upright in open steel-tube gondolas below the airship.

The most-admired flying apparatus by old Porsche, however, was never put into production. In 1908 he developed a "flying platform" which was designed to replace captive balloons for artillery observation. This was a helicopter-like machine supposed to hover almost silently in the sky at altitudes of 800 to 1000m. An electric motor designed by Porsche turned its lifting propeller with power supplied by a cable to the ground. Performance weight of the electric motor was unbelievable for those days. It gave 300 HP but weighed only 250 kg. In the end, problems with materials and lack of adjustable rotors prevented its use. It would be another 70 years before a roughly comparable device would succeed: the Kiebitz from Domier.

Porsche developed his first true aviation engines in 1910. These inline fours with 100 mm bore and 120 mm stroke produced



Two air-cooled Porsche sixes power the British airship, AD 500. Weight saved through air cooling - this was already a basic principle of the first Porsche aviation engine (the 1912 Austro-Daimler, top). The four-cylinder engines numbered 678/3 (52 HP, above) and 678/4 (75 HP, right) appeared in the fifties. They were fitted to light planes such as the Elster.



40 HP at 1450 rpm. The first power increase came about that same year: after increasing bore and stroke to 120 x 140 mm, the engine produced 60 HP and later 65 HP at 1350 rpm. A six-cylinder power plant was created next, giving 90 HP from the same layout.

The Porsche Museum in Stuttgart-Zuffenhausen now houses a rare example of that day, an inline, six cylinder engine from 1913 which gave 120 HP (bore/stroke, 130/175 mm). Its rated revolutions were 1200.

(Continued on page 18)

(Continued from page 17)

The first world war advanced aviation technology a great deal, even in Austria. Towards the end, in 1918, Porsche's engine had grown to twelve cylinders in a vee with four valves per cylinder and output of 400 HP. Austro-Daimler engines by Porsche were already built in Great Britain under license as early as 1913. The Arrol Johnston firm of Dumfries Scotland, a part of the Beardmore concern, had first recognized the qualities of those engines and made this early decision. At the professor's own firm, the Stuttgart design offices founded in 1931, the team drew a 1000 HP aviation engine in 1936, then a twelve-cylinder aviation engine of 3000 HP in 1937, one with 44.7 liter displacement. In roughly the same year there was even one with 32 cylinders.

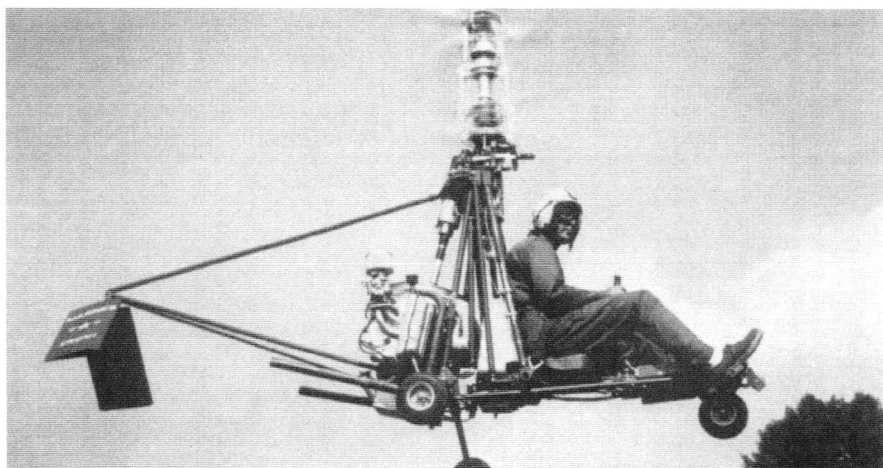
On 24 November 1940 Porsche was awarded a Citation honoring him for "merit in the development of our aviation." Such merit stemmed from smaller objects as well. Porsche nephew and chronicler Ghislaine Kaes, now 71, recalls a powered flying-wing sailplane developed and built in 1943 around a 33 HP VW engine and pusher propeller. The engine was installed in the fuselage behind the cockpit, driving a folding air screw by belt. An electric starter meant it could be started or stopped at will, even in flight. Top speed for this powered sailplane was 140 km/h.

It would be another twelve years before Porsche engineers could again consider aviation as an additional market for their

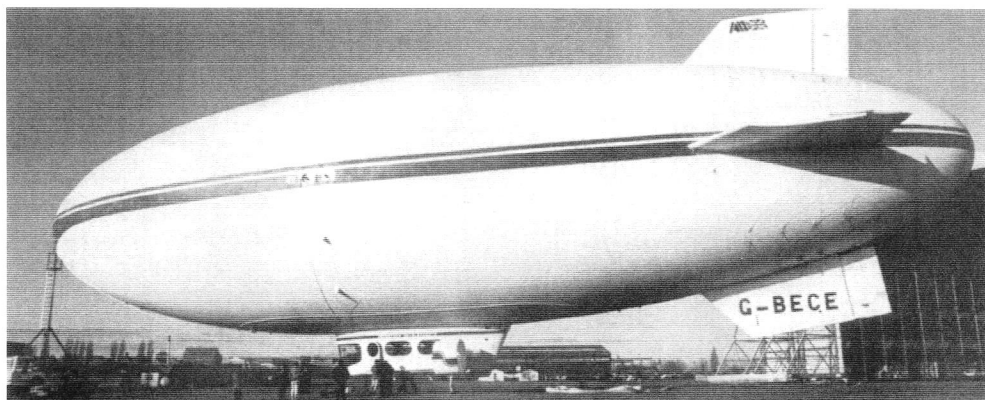
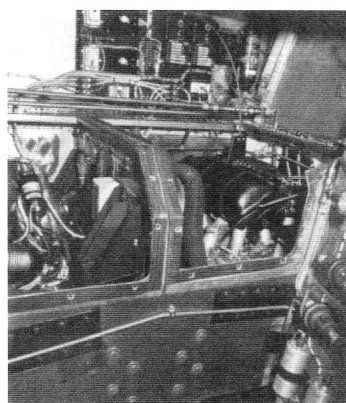
engines. Between 1955 and 1963 there was a special department in Stuttgart-Zuffenhausen to adjust those to the airy working environment. Various permutations of the 356 engine were offered, with takeoff performance of 50 to 75 HP. For instance, the RW 3-Multoplane from the Rhein-Flugzeugbau, Krefeld-Uerdingen, and the Pijtzer Elster flew using these, as did the Gyrodyne one-man helicopter which promptly received first prize for maneuverability at the 1961 Paris air show.

More recently AD 500 made its first test flight. The British firm of Aerospace Developments (London) Ltd has developed a new type of airship powered by two Porsche 911 SC engines. AD 500 is slower than any Porsche at only 115 km/h, but far faster (smaller and lighter) than any other airship. Yet its load capacity (2.5 tons) and range (24 hours) surpass all other ships of its type. And it is already virtually inaudible from the ground by an altitude of 160m, thanks to the whispering Porsche engines. By keeping the first muffler behind the exhaust manifold the two 911 SC engines develop a noise level of only 60 db at the cruising speed of 77 km/h.

It is this quality in particular which makes the AD 500 so suitable for its operational purposes. Apart from civilian use for air freight, aerial advertising and passenger service, it was designed to serve on coast watch, for reconnaissance and defense. The airship skin is made of titanium dioxide-reinforced polyester and coated as well with polyurethane, filled with nonflammable helium. The gondola, made of plastic, will carry up to 14 passengers. Developers and designers in Porsche's Development Center at Weissach, had no difficulty modifying the 911 SC engines for use in this project. These correspond almost without change to standard production models. Even the standard K-Jetronic fuel injection could be adjusted to the maximum flight altitude of 10000 feet. Thus the power plants readily passed all the severe tests demanded before an airworthiness certificate is granted. No commentary is available from Zuffenhausen or Weissach on further developments. However it is considered certain that one might meet Porsche technology even today, unrecognized in the air, and perhaps come across it in the air officially tomorrow or the day after.



In 1954 a Porsche engine of the type 702 powered the one-man Rotorcycle helicopter which the firm Gyrodyne developed for the US Navy. Right and below: Space is tight in the engine gondola of the AD 500 airship. The two 911 SC engines run extremely quietly and ensure a cruising speed of 77 km/h.



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Warsteiner Premium Dunkel

Blatz

Old Heidelberg Pilsner

Miller Lite

Hefeweizen

Spaten Lager

Oktoberfest

IMPORTED BOTTLES

St. Pauli Girl

St. Pauli Girl Dark

Staten Optimator

Haake Beck N/A

Warsteiner Fresh N/A

Heineken

Schneider Weisse

Scheider Edel-Weisse

Franziskaner

Guinness Pub Draught

Weihenstephan Hefe Weiss (dark)

Hacker Pschorr

Hofbrauhaus Original

LOCAL BOTTLED BEER

Miller Genuine Draft

Bud

Bud Light

Labatt Blue

Labatt Blue Light

Blatz

Sharps N/A

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German Knackwurst pork-beef sausage served with hot German potato salad and home cooked sauerkraut. 10.45

Combo Plate one bratwurst and one knackwurst, served with hot German potato salad and home cooked sauerkraut. 12.95

Sauerbraten eye of round, marinated in a red wine vinegar and spice brine, served with homemade spätzle and red kraut. 13.95

Kassler Rippchen 12 oz. hickory smoked pork chop, served with hot German potato salad and red kraut. 13.25

Hühnerfleisch seasoned boneless chicken topped with mushrooms, onions & Swiss cheese, served with hot German potato salad and fresh mixed vegetables. 12.95

Schweinefleisch roasted fresh pork loin served with mashed potatoes and red kraut. 11.25

Vegetarisch Plate 3 potato pancakes served with red kraut and fresh mixed vegetables. 9.95

Haus Specialties

Pork Schnitzel tender pork cutlet, lightly breaded and sauced, served with hot German potato salad and fresh mixed vegetables. 13.45

Holstein Pork Schnitzel served with one fried egg, hot German potato salad and fresh mixed vegetables. 13.95

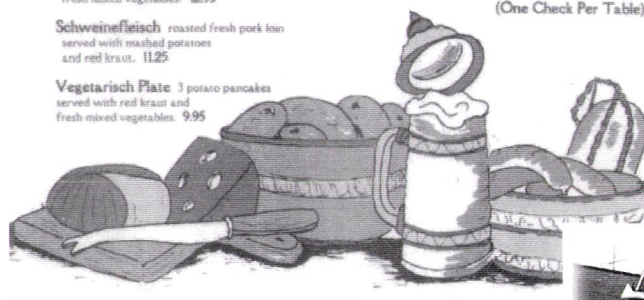
Switzerland Schnitzel tender pork cutlet, topped with mushrooms, onion & Swiss cheese, served with hot German potato salad and fresh mixed vegetables. 14.95

Jager Schnitzel tender pork cutlet, lightly breaded and sauced, served with mushroom sauce, mashed potatoes and fresh mixed vegetables. 14.95

Above orders are served with your choice of soup of the day or salad and a bread basket!

Rathskeller Reuben Soup 50¢ additional

(One Check Per Table)



17324 John R Detroit, MI

Why a 356 ?...

and how I came into mine

by Tom Hudson

I have wanted a 356 for as long back as I can remember. I was never into cars during my high school years-never even completed my own oil change, let alone knew cars required oil changes or maintenance. Occasionally I saw a car that I thought was really cool. When watching the movie "48 Hours" I again saw this car I thought was so cool – and someone pointed out that the vehicle I liked so much was a Porsche 356. After finishing college, I was bitten by the sports car bug. I investigated getting a 356 replica and decided I couldn't afford a completed kit. The "sports car road" lead me to a '78 Alfa Romeo Spider. I drove that car for 11 years, rebuilt the engine twice and restored it along the way. I made a web site for a business that supplied me with parts & service www.trailalfa.com. Living in Flint, a strictly GM town, people that were interested in foreign cars were few and far between. My job required me to travel on occasion, so I visited two replica shops; Vintage Speedsters in the Los Angeles area and Intermeccanica in Vancouver BC Canada. Truth be told, I visited these shops 3 times each, so I was again re-visiting this 356 idea. At work, one of my customers owned a 356, actually I think he owned a couple of them back then. His name is Richard Beecher. Mr. Beecher retired, but over the years I ran into him twice at the Sloan car show in Flint, MI. We talked about 356s a bit, but at that time owning a real Porsche was beyond my imagination. Fast forward the tape a few years: one day a friend mentioned to me that his brother-in-law (actually a neighbor of mine) was working on a 356 in his garage. I was amazed....how could this be ?..... my dream car in a garage so close, and me not knowing about it? Further investigation showed that indeed, a 1963 356 Coupe was being worked on just a stones throw away. Off and on for many months I



stopped in at the neighbors house to get a “status report” when I saw his garage light on in the evenings after work. I saw the car stripped to bare metal, but at that time I had no idea of buying the car, nor did I know what to look for as far as body work, etc. I just liked looking at it and to this day I seem to never tire of looking at 356s. One day the neighbor showed up at my house and said he was retiring and they were selling the house and car projects, etc. A price for the 356 was settled on and I then sold my Alfa Spider for about twice the price of the 356. The 356 (now in primer) died in the neighbor’s drive way, which reduced the price by some \$500.00, and we pushed the 356 to my garage. Shortly there after, Teri and I decided to take advantage of the good economy and interest rates. We had previously purchased some property on a small farm pond near by and we hired a builder to start building a house. Shortly thereafter I imported a 1977 Mini from a builder in Great Britain as a surprise birthday present for Teri– the 356 Project went to the back burner.

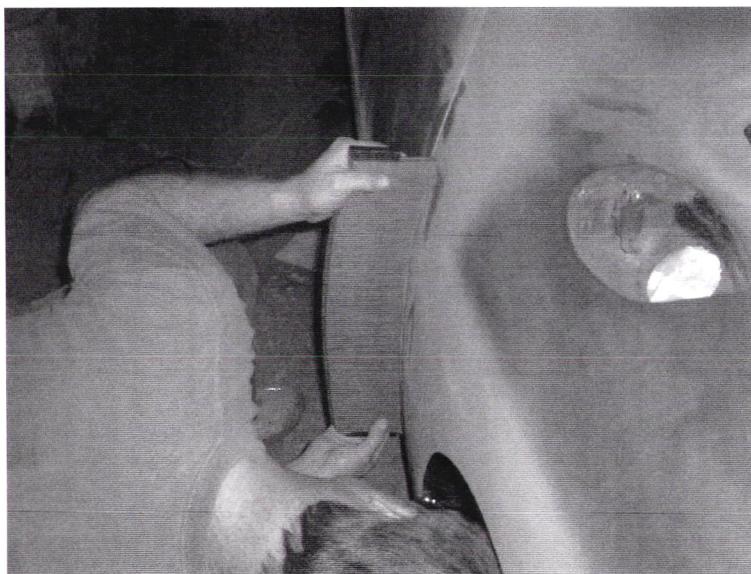
In need of help and finding it – or - 356 for free, please come drag it from my garage....

Being a bit of a computer geek, I found this club on the Internet calling themselves the 356 Registry. Well, I had no interest or intention of registering my 356, but they had this Internet Forum thing called “356 Talk”. This actually happened a couple of weeks prior to purchasing the 356, and one of the members lived only 30 miles away and offered to come over and inspect the 356 with me. He gave it a thumbs up but also suggested I might want to look at some other vehicles. Well, I took ½ his advice – the thumbs up part. After building the new house and selling the old house, it is an understatement to say our life had gone to the financial doldrums. Several months and a bunch of 356-Talk-emails later, I was literally considering putting an ad in the paper “356 for free, please come drag it out of my garage”. Well, a couple of guys on the 356 List (Phil Plank and Dave in Ohio) kept encouraging me to keep going and that I was almost there. I was encouraged and decided to give it another try. Fast forward about another year and things were settling down and I again refocused on the 356. At this time the vehicle ran horribly; I had only gone maybe a mile down the farm roads and back in which the clutch burned up and I barely made it home. I got new clutch parts from Vic Skirmants and did my first 356 clutch job. I found the 356-Talk thing again, and started reading and....(looking back now) asking some embarrassing questions (notice I spelled embarrassing correctly ?....more on that shortly). Lots of people attempted to help me via the email forum, in particular one person, Harry Pellow (the Maestro). Harry showed an unending interest in seeing me get my vehicle operational. My wife Teri and I met him at an event called “Dunkel’s” and I shook his hand and thanked him for all his assistance via email. Sadly, he passed away earlier this year. About this same

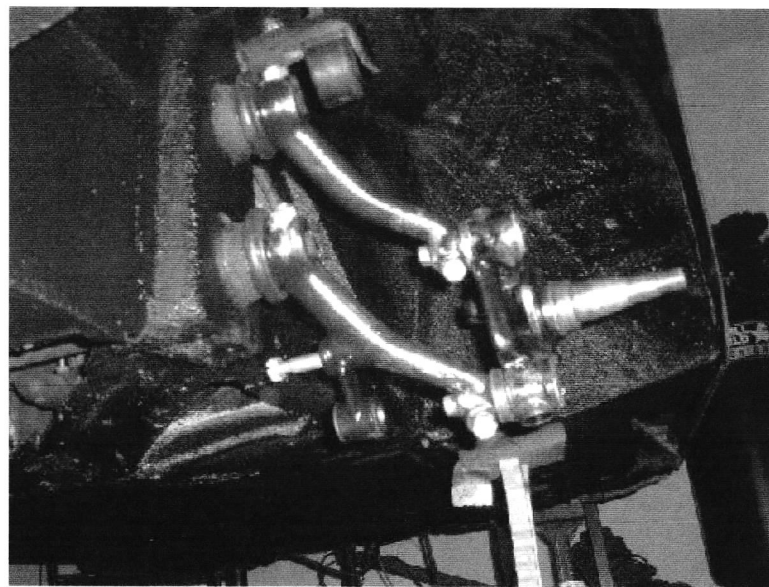
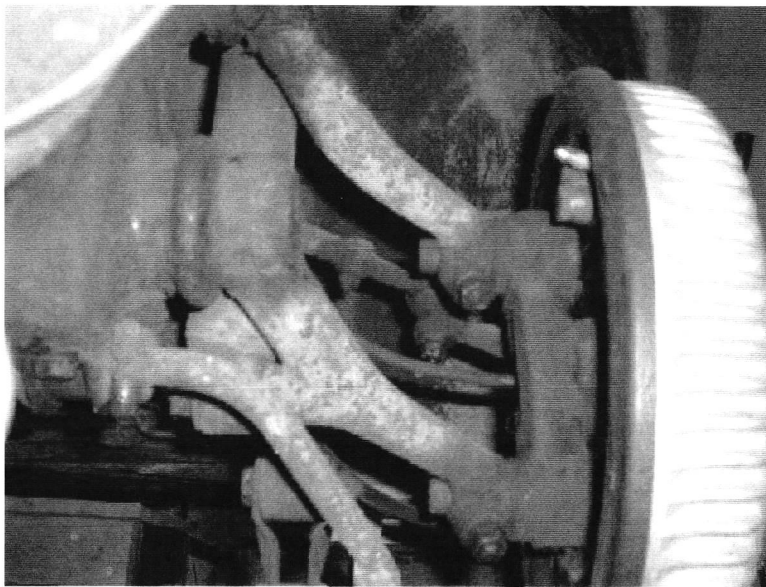
time I heard that the local 356 club met at Stuart Tool on Saturday mornings, about a 65 miles drive for me. I started driving to Stuart Tool frequently on Saturday mornings, got signed up for their newsletter and found more generous help from people interested in helping out a new guy and seeing a Project Car get completed. I also got re-acquainted with Mr. Richard Beecher, whom at the time was president of the club. Ted Dunham provided counsel and Vic Skirmants rebuilt my Zenith carbs and distributor. Dennis Denyer provided a “welcome to the club” attitude, Bill Block sold me books to help me learn about 356s and Keith Blake always expressed interest in where I was at with the Project and offered his experience as he has done several of these cars. Several of my co-workers inquired about my progress on the 356 Project. All of these things have continued to help me keep moving forward and to not get discouraged.

Embarassingmoments.com and Gear-HeadDave

Dave and I met when Teri and I lived in our old house. He was the one that first mentioned to me that his brother-in-law was working on a 356, and he helped me on the Alfa spider a few times. Dave has the nickname of GearHeadDave, as he has been building muscle cars and streetrods for years. Teri and I once had the idea of making a web site where people send in their stories of embarrassing moments. We’d then publish the stories on the web site, have contests and coffee mugs and t-shirts –



Opposite page top: Tom’s 356 on the dolly. **Opposite page bottom:** the new engine tray looks good. **Above left:** Gearhead Dave checking for proper contour. **Above right:** GearHead Dave spraying primer.



Very Nice before and after shots of the front suspension pieces.

the sky was the limit. Well, we never did much with the web site, but we did retain the domain name and web space. I started taking digital pictures of the progress I was making on the 356 and posting short summaries of what was accomplished. In under 12 months we have had about 24,000 visitors to our web site looking at the progress on the 356. The web site is actually www.embarassingmoments.com/356. Dave started helping me on the 356 and at Stuart Tool they were working on a similar car for Barbara Skirmants. I asked a local shop in Owosso that had done 356 work to take a look at repairing the holes in the frame. They came by and quoted a range of \$6,000.00 to weld the frame holes. I then asked Ted Dunahm to come to my house and look over my car and provide me with some advice. Ted was generous with his time and sharing his experience. He suggested I remove the front and rear suspension (similar to what they had done to Barb's car), get it cleaned up, measured and reinstall it (making the vehicle safer and more dependable). Meanwhile, GearHeadDave and I started welding up the frame sections, which turned into replacing the battery box and engine shelf, rocker panels and various other patch panels that Dave fabricated and welded into place.

Teri, the 356 Club and fun times

About this time I learned of a 356 event that is held during the cold Michigan Winter. It is located in the Los Angeles area and is called "Dunkel's" by most 356

folks. This year will be year #3 for Teri and I at Dunkel's. Our first year we met some of the local 356 guys while attending the event. Last year GearHeadDave and his wife Deb went with us. This year Dave and Deb are again traveling out to California with us. The one day "Dunkel's event" has now turned into a

**“Teri and I
scraped the floor
pan & wheel
wells front to
back & top to
bottom...”**

week long vacation for us as we enjoy shopping on the beach and visiting many of the local 356 restoration shops. Most of all – blue sky and warmth during Michigan's winter. Along the same lines, Teri and I have enjoyed getting to know some of the other folks in the Motor Cities Gruppe and traveling with them to Watkins Glen in NY for the Historic Vintage races. We went to one of the East Coast Holiday events a couple of years ago in Chatanooga. It was a 12 hr drive and we really didn't know any-

one there and we didn't meet anyone either, so we have opted to go to Watkins Glen, as this event has taken place on the same weekend as the ECH. This year the two events are not on the same weekends (hurray!). The spring/summer of 2004, Teri and I are hoping to be able to drive our 356 to a 356 event for the first time, up until now, we have been driving the Buick to all our car events. Now that we have met several of the local folks in the Gruppe we are planning to attend the East Coast Holiday this year in Williamsburg VA.

What's been done and when will it be on the road ?

OK, so here it is in a nutshell. The 356 has been stripped of interior and all gauges, lights, bumpers, window frames and any other chrome. I have removed almost every nut, bolt and washer and had them all media blasted and cad plated – at the same time I removed the front and rear suspension and had them all media blasted and powder coated and Ted Dunham went thru the link pins/king pins for me. Teri and I scraped the floor pan & wheel wells front to back & top to bottom, then I POR-15ed it all, POR-primed it and then painted it with epoxy paint. Vic Skirmants rebuilt my transmission. I hired Ted to come up for a day and he helped me re-install the transmission, axles and engine. I sent all my gauges out to North Hollywood Speedometer for a complete rebuild and restoration. Teri and I rebuilt the front seats and I found a local upholsterer to

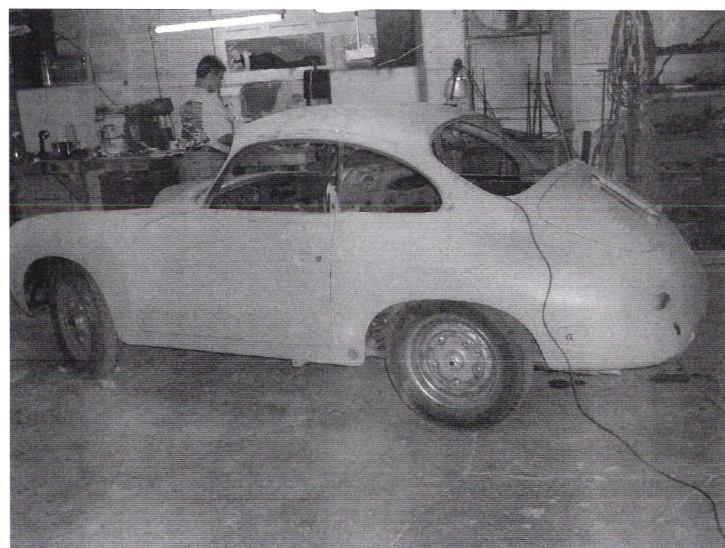
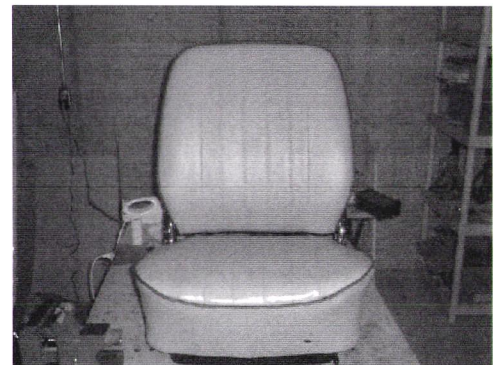
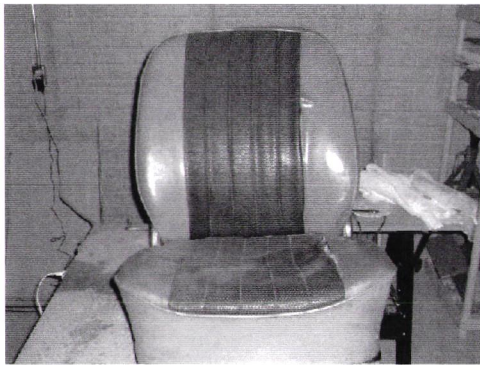
recover them for me. Vic rebuilt my carbs and distributor a year or so ago. I have had the window frames, seat hinges and all other chrome stuff re-chromed. I completely went thru the brake system and replaced everything (wheel cylinders, brake lines, shoes, master cylinder..etc). During a 356 tech session, I trailered my car to Munks Motors and had the engine tuned as I was unsuccessful in adjusting the valves, timing, adjusting the carb linkage and the adjusting the carbs myself (although a lot of people tried to walk me thru it via email). GearHeadDave and I have repaired the frame sections and welded in a new battery box and engine shelf and several other areas that were rust damaged. Dave and I have now primed (sanding primer) and block sanded the vehicle 4 or 5 times. I have been spraying test sample colors of Porsche 6202 Ruby Red on a spare door that I have. I have finally found a Glasurit color that I am satisfied with. Although I don't have an exact date, I feel confident we will have the car painted and on the road this spring. A bit on vintage Porsche paint colors My 356 was originally Porsche 6202 Ruby Red. Someone once told me that was the most popular color for 356s.

When we removed the dash cover, it revealed original Ruby Red paint. I then also purchased a paint sample on a 6x4 card from a restoration shop (Willhoit's) out in California. I tried to have a recommended paint shop scan in the color....this was unsuccessful. I sprayed their paint formula(s) (twice) on my test door / spare 356 door that came with my car....it was not even close. The paint shop was not patient with me and they were a long drive each time I got a paint sample from them. I then checked with one of the local 356 club members (Ron Roland) whom I heard has a long history of working on these cars and painting them, etc. Ron gave me the name of a Glasurit paint dealer. They had a Ruby Red paint formula and best of all they have a branch office in Flint. No more 3-4 hour drives to get paint. They say no two Ruby Red colored cars are exactly the same, so I worked with a couple of different colors. I painted my test door and I had so much paint left over that I also painted the side access door for our garage Ruby Red • . I've always loved 356s in silver, but I've decided to go with Ruby Red.

Lucking out with my transmission

Teri and I have followed the 356 folks to Watkins Glen two years in a row now (with the Buick). I kept hearing about this taller 4th gear (a 4G gear) that was better for road cruising. I was considering purchasing one of these when I had my transmission rebuilt. These don't come cheap. When Vic Skirmants took my transmission apart, he found it to be an actual Euro Spec transmission. The good news is that it already has a tall 4th gear in it. It's not an actual 4G gear, but it is very close.

OK – so there you have it – the quick version of the story on my 356. Purchasing a restored 356 or a completed 356 replica was beyond my budget. I've been fortunate to find good help thru the Gruppe, new and old friends and I have been able to get things done over time – paying as I go. I hope that with the new skills I have learned (and am learning) that some day I will be able to help other folks with their 356, the way so many have generously spent their time assisting me.



My friends and family have often heard me say this: "A clean car is a happy car." In fact, my children often arrive at our house for a visit with water dripping from their cars as they have just stopped at the local car wash to avoid my sarcastic comments regarding the appearance of their vehicles. It is a proven fact that a dirt free highly polished surface on a vehicle will increase fuel mileage and create higher performance. OK, I just made that up, but they seem to run better and look so great.

I've been cleaning, polishing, reconditioning, and detailing for many years. So I thought I would share some car care tips that have worked for me. I don't intend that this be a concours preparation guide, just something you can do to keep the cars you really drive looking good in a reasonable amount of time. There also may be products that are as good or better than the ones that I use, however these work the best for me.



A Clean Car Is A Happy Car

by Dick Beecher

Washing

I think that the least amount of water sprayed on the car the better. Especially with our older Porsches where rust is always an issue. Lots of water sprayed into doors etc. can stay to encourage rust from the inside. Whenever I can I use a California Duster and/or Meguier's Quick Detailer or better yet Meguier's Final Inspection which is even better. Just wipe lightly with a cotton towel or a Micro fiber cloth.

If the car is not real dirty, no caked on mud which requires a water spray to remove, I use a bucket to rinse the

wash mitt out often and just wipe the surface lightly. Then rinse the panel with a low pressure flow of water without getting a lot of water inside doors. As far as soap, Griot's or any car washing soap is good. Griot's Garage soap doesn't suds much but it doesn't remove wax and the surface seems slippery when washing. Don't use dish washing detergent. Detergent removes grease and also wax. A good lambs wool

The Griot's Garage Boars Hair Brush at work on Sebastian's coupe, Summer of '02. Overpriced, but still works great after 4 years!

wash mitt works well when kept clean and rinsed well while using. There are Boars Hair wash brushes available from Griot's Garage, overpriced at \$69.95.

To dry, use cotton towels, chamois or a synthetic drying towel. Some people think that chamois take wax off the surface. Who cares. I wax my cars 4 or 5 times a year and I've never noticed the wax going away. The absolute best drying towel I have used is the P21S Super-Absorbing Drying Towel. These towels dry with one wipe and are great for traveling as they come in a small plastic case and are stored wet. These towels and many other products I will mention are available from Car Care Specialties, Lodi, NJ. 877-796-8300. More about them later.

Polishing and Waxing

Most of our cars are not subjected to the elements and therefore the paint does not require aggressive cleaners. If there seems to be a build up of wax or a discolored surface, washing with a strong dishwashing detergent like Joy will prepare for polishing. Light colors sometime show a wax buildup.

For most, finish maintenance machine polishing will not produce better results than doing it by hand. If the finish requires a rubbing compound or machine polish, it is best done by a professional. High speed buffers and lambs wool pads can do much damage unless you know what you are doing. I do have an inexpensive orbital buffer that uses the Velcro attached 6 inch foam pads. The foam pads are forgiving and will not

burn the paint. I use them when doing large vehicles and friends and relative's daily drivers as it is easier and faster than by hand. If necessary, the buffer, foam pads and Maguier's #2 fine cut cleaner works well to remove swirl marks and minor imperfections. If the finish is free of those imperfections you should use a glaze to prepare the finish for waxing. I have used Maguier's #7 Show Car Glaze for years, however I now use 3M Imperial Hand Glaze. Both glazes are good for removing minor swirl marks and light oxidation. The glaze feeds the paint and brings out the shine. You will notice that the surface feels "squeaky" clean as all wax is gone. The hand polishing closed cell foam pads now available are good to apply the Glaze. Remove the haze with all-cotton towels. No one in our family throws towels away, they come to me for my collection. I have used the microfiber towels however they seem to stick to the surface.

What is the best wax? Everyone has their favorite. Remember using Simonize or Blue Coral? Once when detailing cars during a lay off period in the 50's I tried to speed the application of Simonize and applied it to the entire car. It would not come off. I used corn starch, ice water and finally gasoline to remove it. Never did that again. It is best to follow the manufacturers instructions.

My favorite waxes are Harleys, Zymol, (too expensive) and now Blitz wax. One Grand Carnauba Blitz Wax is very easy to use and produces a great shine. This wax is so easy to use that I wax many times a year without the need to glaze each time. You can apply to large

areas with a closed cell foam pad, allow the wax to haze and wipe off with a cotton towel. My black car seems to stay "cleaner" since using Blitz wax.

Think about it, I wax my cars about 4 or 5 times a year, times 4 cars, plus the maintenance of relative's cars. I need a regular job that pays better.

Leather and Vinyl

I use Connolly Hide Food or Griot's Leather care. Connolly for the Porsches as they aren't used as much and Griot's for the daily drivers as it seems to have more cleaner in it. Lexol Vinylex protectant is outstanding for vinyl and works well on rubber also. It produces a non greasy low gloss natural finish. Once I stained the dash on my Blazer with some ammonia based window cleaner. The Vinylex restored it to new condition.

On rubber and vinyl trim on the exterior, around windows etc., I use Vinylex. Clean and treat the rubber before waxing so you can wipe off the residue when buffing the wax.

Wheels and Tires

Unless the wheels are really dirty, washing with car wash soap will suffice. P21S Wheel Cleaner works well to remove brake dust and will not hurt alloy wheels. Vinylex works well on tires and gives a low gloss finish. Maguier's Endurance Tire Gel is the longest lasting tire product that I have used and has a natural gloss. I give tires a good cleaning with soap occasionally to remove protectant buildup. I have found that the old standby Armorall turns rubber a brown cast after

using for a while. I don't use it anymore.

Glass

Griot's Garage window cleaner is very good. I use with a microfiber cloth. Another simple method is to use water as hot as you can stand. Wipe the glass areas with a cloth and wipe dry immediately. This will make windows shine. There are many foam type cleaners that are good but be careful not to get ammonia based products on vinyl or leather.

Engines, Undercarriage

Wurth Citrus Degreaser is a great product for any cleaning job. It is a concentrate that you mix with water for various strengths depending on the job. I mix a solution in a spray bottle and use to occasionally wipe off the upper engine parts if any oil is present. For lower engine, suspension and wheel wells mix a stronger solution, spray on, agitate and rinse off with water.

I won't go into my annual project of putting the Porsches on jack stands, remove all the wheels and laying under the car to clean the underside as I don't want to appear anal.

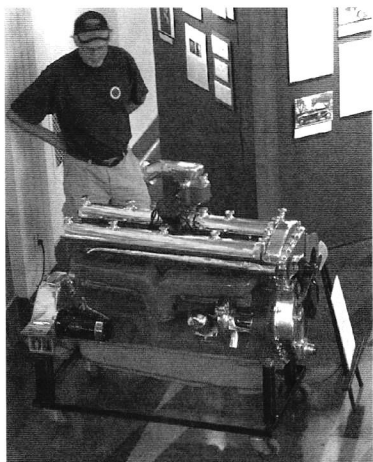
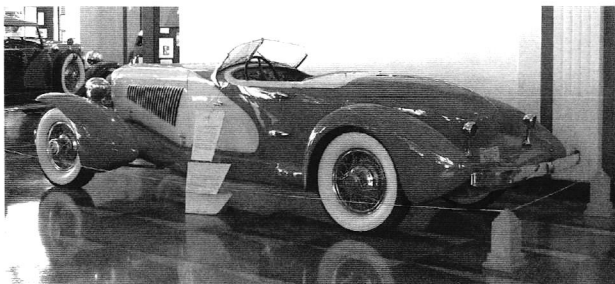
All of the products that I have mentioned above are available from Car Care Specialties, Lodi, NJ. 1-877-796-8300. or www.carcareonline.com. If you contact them they will send you a very comprehensive 43 page listing of all their products as well as detailed comments on all of them. I have no affiliation with them, however have found them to be a good company to deal with and without a doubt the greatest inventory of car care products.

If you want information on Griot's Garage products just look in your mailbox. I'm sure you have received a catalog today.

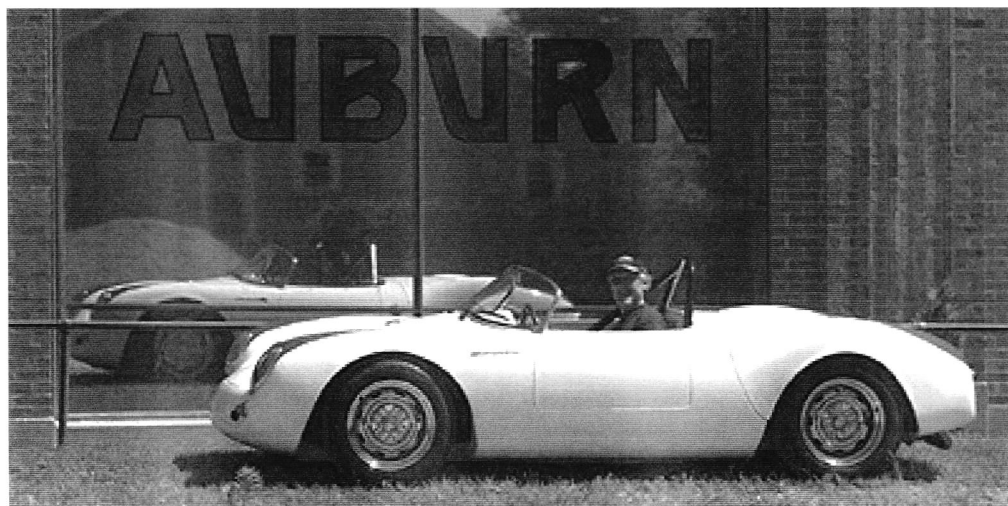
Now light up the heater in the garage and get cleaning.

“Think about it, I wax my cars about 4 or 5 times a year, times 4 cars... I need a regular job that pays better.”





Destination Auburn Cord Duesenberg Museum

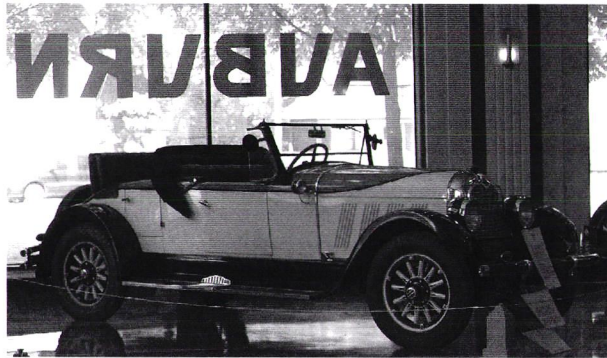
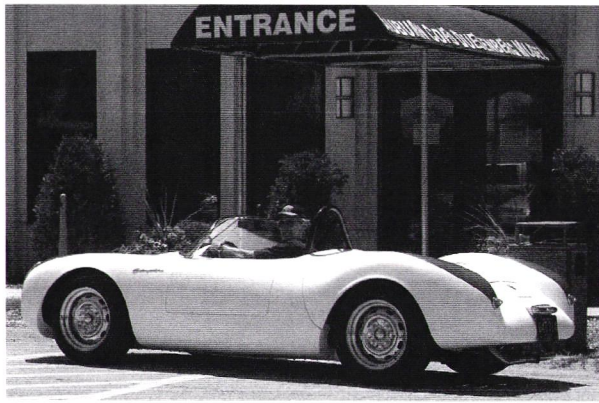


Auburn, Indiana is the home to one of the best automobile museums in the country, the Auburn Cord Duesenberg Museum. About 70 miles south on I-69 is Fairmount, IN, birthplace and boyhood home of James Dean, that most infamous Porsche Pilot. It is only fitting, then, that Tom Walworth decided to cruise by the ACD in his Beck Spyder. The fact that we were so close to Fairmount was not lost on people who saw the car in Auburn that day.

Although there is only one Porsche to be seen there, "Over 100 vehicles await your viewing pleasure at the Auburn Cord Duesenberg Museum" Says the Museums website. It goes on to explain that "The museum is housed in the original factory showroom of the Auburn Automobile Company."

Make no mistake that they are committed to making your trip there worthwhile. The truly desire to become the finest automobile museum in the world by first achieving the highest existing museum standards, and then striving to exceed them. Look for info in the next issue of Auspuff Roar about the MCG cruise set for this July to the Museum and the All Porsche Swap Meet.

Their mission statement is: "The Auburn Cord Duesenberg Museum, a not-for-profit educational corporation, is committed to reach its VISION: As interpretive museum, it places the special significance of the Auburn, Cord, and Duesenberg automobiles, and other classics, into a larger historical context of regional, national and in-



ternational auto development through exhibits, programs and publications.”

“As an educational institution, it interprets the Auburn, Cord, and Duesenberg automobiles, their place in the classic era of motor-car production, and their creative process and evolution. Through exhibits, publications and programs, it illustrates the characteristics of classic cars which influenced the auto industry at large.”

“As a unique historical entity, it presents and preserves its significant historic building, the former headquarters of the Auburn Automobile Company, the automobiles manufactured by the company, and the story of its activities and people, through artifacts and literature.”

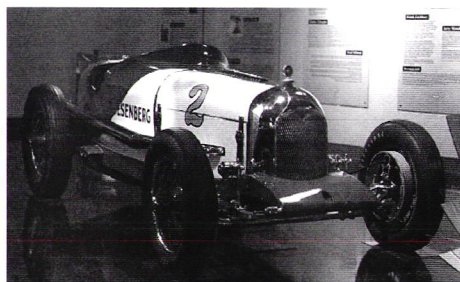
“As a biographer, it portrays the contributions and impact on automobiles of industrialist Errett Lobban Cord and his key associates.”

“As a cultural citizen, the museum appropriately nurtures an interaction among individuals and organizations in the museum’s diverse constituencies which range from local to international.”

Adult admission is \$8.00. Students are \$5.00. Family and Group rates available. (call (260) 925-1444)

Auburn is located in Northeast Indiana at the intersection of I-69 and State Road 8, 20 miles north of Fort Wayne and 35 miles south of the Indiana Toll Road (I-80/I-90).

Their hours are from 9:00 a.m. to 5:00 p.m. daily. And are only closed on Thanksgiving day, Christmas day & New Years Day.



MOTOR CITIES GRUPPE
4070 BROOKVIEW COURT
ANN ARBOR, MI 48108

AUSPUFF ROAR



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Membership Yet? See
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