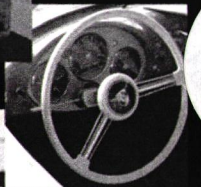
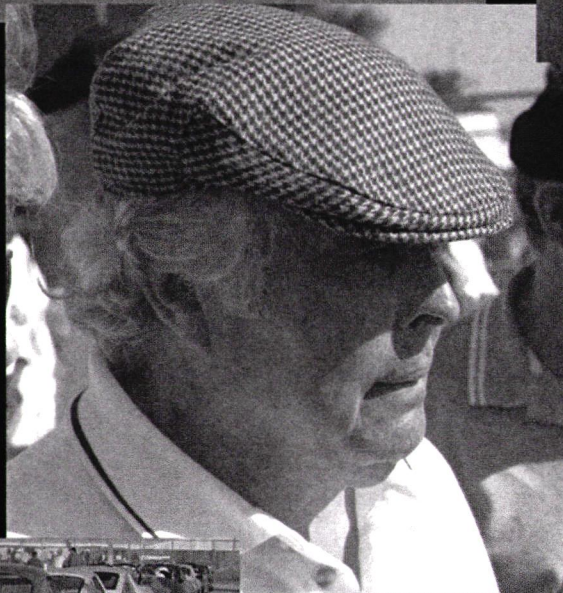
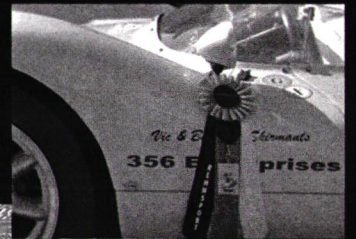
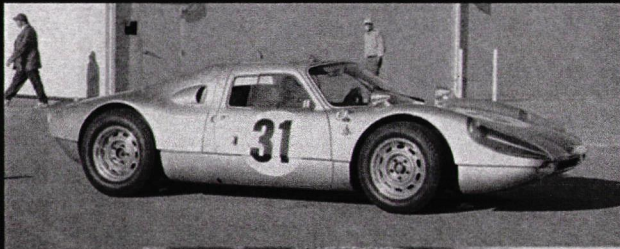


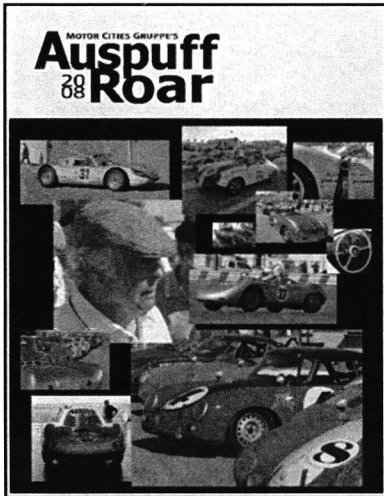
MOTOR CITIES GRUPPE'S

# Auspuff 88 Roar

FEBRUARY/MARCH



## ON THE COVER



COVER: This interesting montage is made up of photos from Rennsport. Photo by Dave Burton, Nick Moskatow and Barbara Skirmants

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Business card size—\$10  
Quarter page—\$25  
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## 356 Mechanic

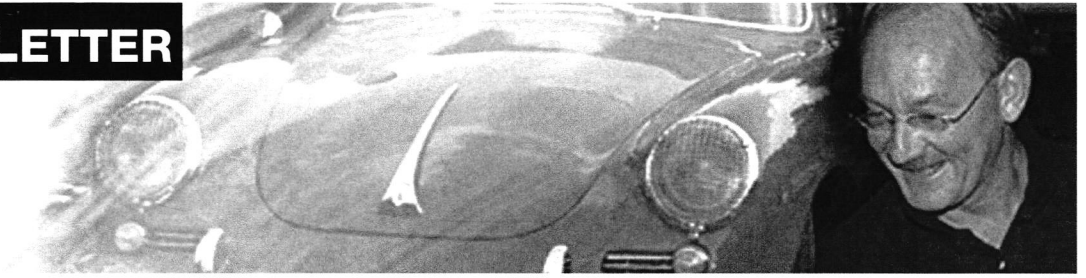
*Winter storage available for your 356*

**30 year Registry member**

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# THE ROAD AHEAD

I tease Dick Beecher when I say that my own tombstone will be inscribed, "He Never Drove a Buick". As a loyal Buick Guy, Dick made a name for himself as a GM super-salesman of the port-holed product. Dick is retiring from the thankless task of his present role as Auspuff Editor in Chief. I am grateful for his behind the scenes reminders that we need this article or that photo for the next issue of *Auspuff*.

This publication is a collaboration of many individuals. It would be non-existent without Dick's watchful editorial eye. Neither the call of Central Florida in the dead of winter, nor household honey-do tasks of Davison keep the Editor from his appointed rounds. Neil Goldberg's breakfast club would have one more thing to complain about if it were not for Dick's continual efforts. You would have to know his tactful way of posing a question so that it never appears as a criticism to appreciate Richard's editorial skills.

Dick isn't going anywhere; he is simply handing over the editorial

*I have been privileged to help give some guidance  
and direction to the greatest group of volunteers that  
I have ever served with.*

assignment to fellow Board Member Dave Preston. Dave is a club booster and goal setter without peer. Dave worked on the East Coast Holiday and brings his business savvy and Porsche enthusiasm to Auspuff. As many of you know, Dick Beecher and Dave Preston traded cars last year and developed a mutual admiration society that manifested itself in trading editorial duty on these pages. I want to welcome Mr. Preston to his new role as the Motor Cities Gruppe Editor and extend a "Großes Dankeschön" to Dick Beecher for this thoughtful touch.

Finally, I want to note that I will be hanging up my executive duties as President with this column. I have been privileged to help give some guidance and direction to the greatest group of volunteers that I have ever served with. In my travels around the United States

I get an opportunity to visit with many Porsche individual enthusiasts; collectors; restorers and wishful dreamers. We have ratified the Club bylaws and held overdue elections for future terms. There is no group of Porsche drivers in the world who have a more devoted Board of Directors and volunteers. I thank Dave Peterson for asking me to join and now it is time for a new President to help lead the way through the curves and esses ahead in 2008.

When I first joined the club, I asked, "What car shows does the group participate in?" Bill Toburen gave me this reply, "Mike, we aren't a bunch of polishers in the 356 Gruppe, we are a bunch of drivers". This has been our creed and guiding principle as long as we have been around and with that, I will shut up and drive!



## PAST EDITOR'S LETTER

# CHANGE HAPPENS...

Change happens and it can be a good thing. You will see in this issue David Preston has taken on the *Auspuff* Editor's job. I have enjoyed being Editor. With Sebastian's help it really wasn't that difficult.

However, as I said, "Change can be a good thing". A couple of months ago, as *Auspuff* editor, I sat in on a Gruppe Trustees board meeting. In this meeting we discussed the issue of getting newer members more involved. One of those changes was for Dave to take over the Editor position.

The recent changes with Dan Christie as Publisher, Peter Stuyck's help with editing and Dave's outstanding organizational skills will keep the *Auspuff* on track and continue to be a great publication. I intend to help and contribute when I can. We hope all of you will continue to contribute.

On a recent snowy gray Sunday, I was organizing some magazines in my collection, reached to the back of the shelf and pulled out a storage box that contained Registry's

from July 1982 to July 1990. It was interesting to observe the changes that took place in that time frame and even more when compared to today.

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I bought my first 356, a C coupe, in 1982 and I joined the 356 Registry then. My first Registry newsletters had my parts lists folded in them, written and priced as I started to buy parts to refurbish that first 356.

The June/July 1982 issue had 41 356 for sale ads. The current November 2007 issue has 2. In those 1982 ads Bill Peronne of California had "an excellent Convertible D" listed for \$12,000. A restored 58 Speedster was \$24,000 and a number of SC coupes were listed from

\$5,000 to \$12,000. Jerry Keyser was President and Vic Skirmants Vice President. Vic was also Technical Editor. By 1990, Vic became president and still is on the Registry Board. Vic was also racing in SCCA events and reported on those races. Vintage racing didn't come until later.

You could buy a new, O.E.M. ZF steering box for \$375. Advertisers YnZ's Yesterdays, PB Tweeks, The Parts Shop and Stoddard's were selling 356 parts. Tweeks listed some specials; complete speedster seats for \$397, Bursch exhaust \$100, NPR big bore kits for \$150.

It seems that those early issues had more hands on type technical information. The articles by Vic Skirmants, Brett Johnson, and Dick Pike had some excellent diagrams to go with the "how to" articles. Later on, Ron Roland had some very detailed restoration articles with illustrations.

In July 1982 a notice appeared to plan ahead for the 8<sup>th</sup> East Coast Holiday to be held in Ann Arbor Michigan with Ron Roland as



Chairman. The March/April 1983 issue contained an article by 8<sup>th</sup> ECH Event Chairman Ron Roland. Ron recognized the efforts of Charlie Brown as “the hardest working, least paid”. Heath Hulbert and Ted Stanek organized the concours held at Greenfield Village.

Bill Block was doing book reviews and “Block’s Books” was in business selling from Kensington, Maryland, Tupelo, Mississippi, and Lexington, Kentucky during this eight-year period.

I also noted my address labels were for Michigan, Wisconsin, Massachusetts and back to Michigan from 82 to 90. I said change can be good although I can’t really say that Diane and my daughters felt that the many moves and changes were that great.

In 1987 notices appeared that the Motor Cities Gruppe would host

the East Coast Holiday on August 5 –7 with Ron Roland as chairman. The headquarters hotel was the Troy Hilton. Lou Livengood organized a Drivers School to be held on the Monday immediately following the Holiday. The Holiday was held along with the vintage races at Waterford Hills racetrack that had Porsche as the featured marque. I made a last minute decision to attend the Holiday and after some late night carburetor repair drove my 65 sunroof Coupe from Massachusetts. On a day that was over 90 degrees by the time I got to Buffalo, I stopped at a motel with a pool to cool off. After the event, however, I drove home in one 12- hour day. I attended the Holiday alone and my registration fee was \$86 for the entire event.

In 1988 the Registry member chairman indicated that there were

111 members in Michigan.

There were many changes during that eight year time period and many more since then. The Registry magazine has improved greatly, but it may not now have as much grass-roots-type technical information. One very significant difference is that there were no web sites listed during this time. I took a quick look and didn’t find websites listed until 1997.

It was a great walk down memory lane and now I know why I save all this stuff although the shelves are getting filled to capacity. So now I’m looking forward to another change, in the weather that is, as we will be leaving on a trip south for couple of months. See you in the spring.

Dick Beecher



## EDITOR'S LETTER

**H**i Everyone –  
As you've just read, I am Dave Preston and I volunteered to take over the job of MCG Auspuff Roar Editor from Dick Beecher. For those of you who don't know me, I am the lucky new owner of Dick's beautiful 65 Cab. Not coincidentally, Dick is now driving around in what was my pretty Ruby Red 64 C Coupe.

Dick leaves me some big shoes to fill. As you all know, Dick has been a long time member of our Club, past President, Board Member and most recently our Editor. He and Sebastian really put out many, many great publications. So it sure feels like I have a lot to live up to.

But that's where all of you come in. Please keep those articles coming! Many of you have been so helpful in the past to take a few minutes and contribute great articles and pictures. If you have never contributed an article, please do so. If you own one of these cars, or have in the past, or just plain love these cars, by definition you've got a story! Don't be intimidated, we'll help with editing – just please get us the beef!

Of course, the truth is that I have a great deal of help - my partners in crime are Peter Stuyck, our Senior Editor, and Dan Christie, our new Publisher. As Dick always says, the publisher does all of the work anyway! We all know the high quality of Dan's work, and this is again evident in the subtle but very nice freshening he has implemented in the last couple of publications. And let us not forget our great distribution team of Ted and Lanita. Many thanks to everyone.

*The new year looks  
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The new year looks very exciting. We have a complete new Board that has been elected along with a new President and all new officers. Dave Peterson and the ECH Committee

did such a great job that our Club is in great financial shape. We have a complete 2008 calendar in place, with events already defined and dates established. So mark your calendars now – there is no excuse for not knowing when these events will be occurring this year!

Some event highlights: The Summer Picnic returns to Ted and Lanita's house so that we can give Vic and Barbara a break and make it a bit easier for some of our members from the south and west to get to the picnic. We have a new event planned up in lovely and quaint Alden at a local car show in which the Porsche is the featured marquee this year. Dick Beecher was asked to invite our Club and he and Bill Hallendal are going to set up that weekend for us including a Wine Tour out on Leelanau. So, as I said, great excitement and fun activities coming up in this New Year. We hope to see all of you at these events!

That's it for now. Think Spring!

Many thanks to all of you,

Dave Preston

## *2008 MCG Board of Trustees Election Results*

**The results of the recent election for the 2008 MCG Board of Directors are as follows:**

Ted Dunham - 2 year term  
Sebastian Gaeta - 2 year term  
Dick Beecher - 2 year term  
Barbara Skirmants - 1 year term  
David Preston - 1 year term

**The Board met on January 12<sup>th</sup> and made appointments for the following positions:**

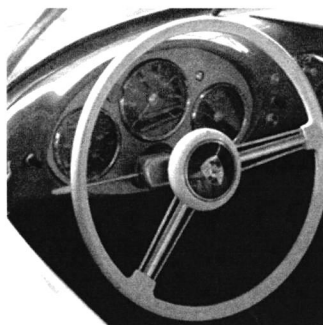
President - Sebastian Gaeta  
Vice President - David Preston  
Treasurer - Teri Hudson  
Secretary - Lanita Dunham  
Auspuff Content Editor - David Preston  
Auspuff Technical Editor - Peter Stuyck  
Auspuff Publisher - Dan Christie  
Website Manager - Tom Hudson  
Auspuff Mailing & Distribution - Ted & Lanita Dunham  
Membership Coordination - Barbara Skirmants

**We want to recognize two of our past Club Officers who have contributed so much to the success of our club:**

Many thanks to our past President, Mike Heilmann, for his sound leadership and pro-active efforts on our behalf these past two years. Mike takes a great deal of pride in our club and that was one of his great motivations for us during his terms.

In addition, Gerald Van Vliet has been our Treasurer for many, many years, and we offer a very special thanks to him for his long term commitment, time, hard work and guidance during his long term as Treasurer.

We also thank the past Trustees and Officers who have served us very well over these past two years. We appreciate all who ran for the 2008 trustee positions in this past election.



# *Rennsport Reunion III*

by Dennis Denyer

Someone commented that “Rennsport Reunion” was just another phrase for sensory overload and I believe that’s true. If you weren’t able to attend this year’s event, you truly missed something very special. Where else could you see; a) hundreds of Porsche racecars, including every type imaginable, b) a world-class, world-renowned race facility, and c) world-renowned racecar drivers just mingling with the crowd, anxious to talk to the fans?

The trek from the Motor City was made by quite a few Motor Cities Gruppe and Southeast Michigan Region – PCA members, some were in Florida already,

enjoying some warm weather and many more came down just for the Reunion. The usual suspects were in attendance; Neil Goldberg, Ted Dunham, John Denyer, Dave Burton, Phil Kubik and myself. Ted’s son Jim and his buddy Russ from the UK joined us and, when we arrived on Thursday evening, we were greeted by Vic Rivera and Nick Moskatow, who drove down with Vic’s R Gruppe 911 in tow. Once there, we saw Tom & Linda Walton and the Doors. Already at the track were Vic & Barb Skirmants with close friends, Bill & Anita Stephens from the UK and Chuck & Cynthia Stoddard from Cleveland. Joe Jakubus was there, as well, helping

Chuck and Hans with Chuck’s beautiful 917!

I hadn’t been to the Daytona International Speedway since John & I last attended the Daytona 500 back in 1988 and, BOY, has the place changed! The grandstands are more plentiful, colorful and everything is manicured to the finest degree, much more professional to go along with the advances in motorsports in recent years. The biggest changes were to the infield and garages. Gone were the old sheet metal garages that could accommodate 40 racecars and they’ve been replaced with concrete structures for nearly 90 cars with fan viewing from above. There

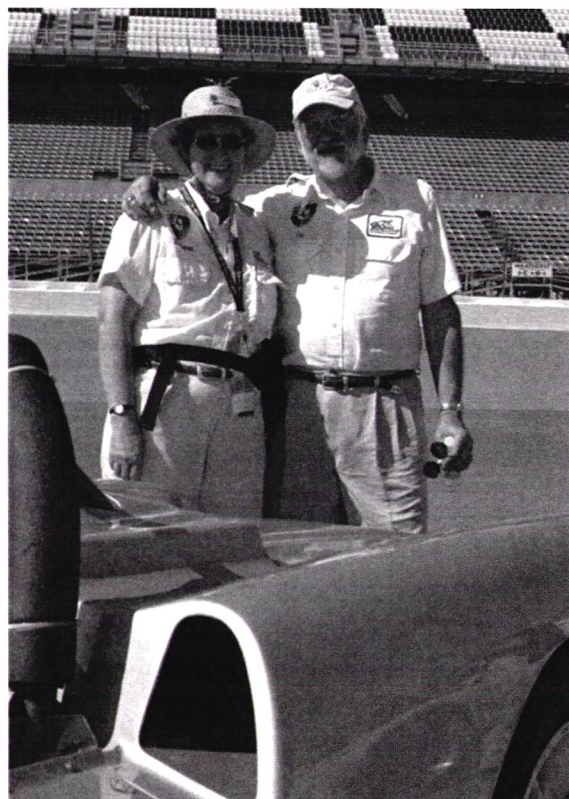
are no more concession trailers for hot dogs & beer, they've been replaced with upscale facilities with permanent tables & chairs and serving gourmet fare to a much more "upscale" clientele. There are ultra-modern motorcoach parking for drivers, owners and officials, complete with paved pads, brick walkways and electrical hook-ups, all protected by attractive wrought iron fencing, giving its users some degree of privacy.

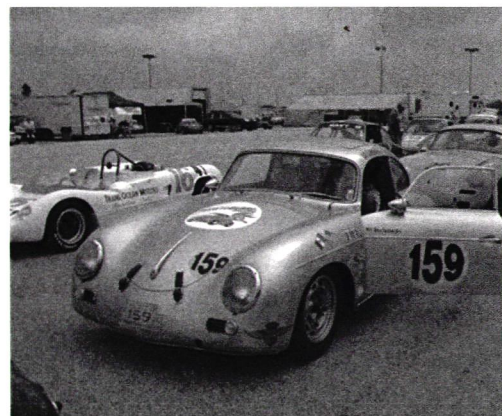
For this event, though, the true STARS were the racecars and they occupied the garages. There was every type of Porsche racecar ever produced, from the very earliest 1951 Coupe with wheel-spats covering all four wheels and

raced at Le Mans (once owned by our own Vic Skirmants!!!) to the latest Porsche LMP Spyders being campaigned by Penske Racing and Rob Dyson Racing. Legendary cars from the past were there like 550 Spyders, RS60 & 61's, Elva Porsches, Porsche Abarth, 356, 904, 906, 908, 910, 917, 934, 935, 936, 956, 962 and about every variant of the venerable 911 that one could imagine. Oh, and drivers like Richard Attwood, Vic Elford, George Follmer, Hurley Haywood, Willi Kauhsen, Charlie Kemp, Gerard Larrousse, Rudi Lins, Udo Schultz, Randolph Townsend, David Piper, Brian Redman, Sam Posey, David Hobbs, Jackie Oliver, Tony Adamowicz, Gijs van Lennep,

John Andretti, Derek Bell, Jurgen Barth, Bruce Leven, Jochen Mass, John Morton, Vern Schuppan and Chip Robinson. Add to this list these names; Joe Buzzetta, Scooter Patrick, Kees Nierop, David Murry, Jorg Bergmeister and Patrick Long. This was virtually a who's who of Porsche race drivers. And the truly amazing part about it was these drivers mingled among the fans for the better part of the weekend! No standing in lines to get an autograph or having to chase a driver through a crowd to beg for one. Of course, we already knew that Porsche People are the friendliest people in the automotive world.

Vic & Barb had their race rig set up in, what I thought, was the





best area possible. Just across from their set-up was the staging area for the various run groups, so we could hang out there and see all of the cars lining up to enter the track next. Of course, the Motor Cities Gruppe and the 356 Registry banners were well exhibited, and as always, there were a steady stream of old Porsche Friends that stopped by to visit and Barb & Vic were the ideal host & hostess. I don't know how they do it because they also have about the most competitive 356 out there, certainly the most reliable!

There was track activity from 9:00am 'til 5:00pm each day with a short break for lunch, so those in attendance saw plenty on track. While the high-banks of Daytona are no place for a 356, there sure were a lot of them running, like 20-some! Our Vic had a fastest time of 2:17.91, which was good for 3rd fastest of the 356's and his 356-powered Dolphin, driven by Bill Stephens, timed in at 2:17.82,

pretty close, huh? Bill figured that he better not show-up the BOSS too much!

When it was time to head to the airport for our trip home, we were already talking about the next Reunion, wherever it is to be held. There has been talk of doing it on the West Coast but it adds significantly to the shipping costs of

the cars coming from Europe and the number of those entrants has grown by a healthy number. And this event NEEDS a large facility to house the number of entrants and fans who attend. Hopefully, they will return to the High Banks of Daytona again in 2010 and so will we! You should plan to attend, as well.





Dick Beecher and Bill Hallendal are planning an exciting August event in Northern Lower Michigan in the town of Alden. This will be a three-day weekend beginning on Friday and concluding on Sunday. The Twin Bay British Car Club hosts the **Alden Classic Sports Car Show** each summer, and contacted Dick Beecher to invite Dick's Car Club (that's us) to participate this year. They have also decided to make Porsche the featured marque at this summer's show. Alden is a beautiful town, full of excellent shops to occupy your time and use up your money!

A general itinerary is as follows:

- Friday August 8th — arrival and group dinner
- Saturday August 9th — day trip to Leelanau Peninsula
- Sunday August 10th — car show in Alden

Our goal is to have Saturday as a driving day on the beautiful Leelanau Peninsula and visit some of the wine shops that we featured in last summer's ECH Wine Tour. On Sunday, the Alden Classic Sports Car Show will dominate the day.

Lodging information and more details to follow — but for now...

**SAVE THE DATE!**

## Calendar of Upcoming Events

February 23 – 24 ..... **LA Swap Meet**  
 February 27 – March 2 ..... **HSR Vintage Races** at Sebring, FL

March 8 ..... **MCG Board Meeting**  
 10:00AM at Stuart Tool

April 19 ..... **Porsche of Farmington Hills**  
**Swap Meet and Garage Sale**  
 Details to follow

April 26 ..... **Hershey Swap Meet**

May 10 ..... **MCG Board Meeting**  
 possibly before the Spring Tour?

May 11 ..... Spring Tour, Chairpersons:  
 Sebastian Gaeta & Bill Rohrer

June 6 – 7 ..... **Stoddards Swap Meet** (tentative date)

June 18 – 22 ..... **West Coast Holiday**  
 Squaw Valley - Lake Tahoe

June 22 – 23 ..... Bay Harbor Concours

June 24 – 29 ..... SVRA at Mid-Ohio Vintage Races

July 1 ..... **MCG Board Meeting**  
 (Briefly at Dunhams)  
 Seek nominations for 2009 election

July 13 ..... **MCG Picnic at the Dunhams'**  
 Chairpersons: Lanita & Ted

July 16 – 20 ..... **Brian Redman Race**  
 Road America, WI

August 3 ..... **Meadowbrook Concours**

August 8 – 10 ..... **Alden Car Show & Leelanau Wine**  
**Tour**, Details to follow, Chairpersons:  
 Dick Beecher & Bill Hallendal

August 16 ..... **Woodward Dream Cruise**

August TBD ..... **SEM 50th Anniversary** at  
 Henry Ford Museum

September 4 – 7 ..... **Watkins Glen SVRA Vintage Races**

September 4 – 7 ..... **East Coast Holiday** - Lancaster, PA

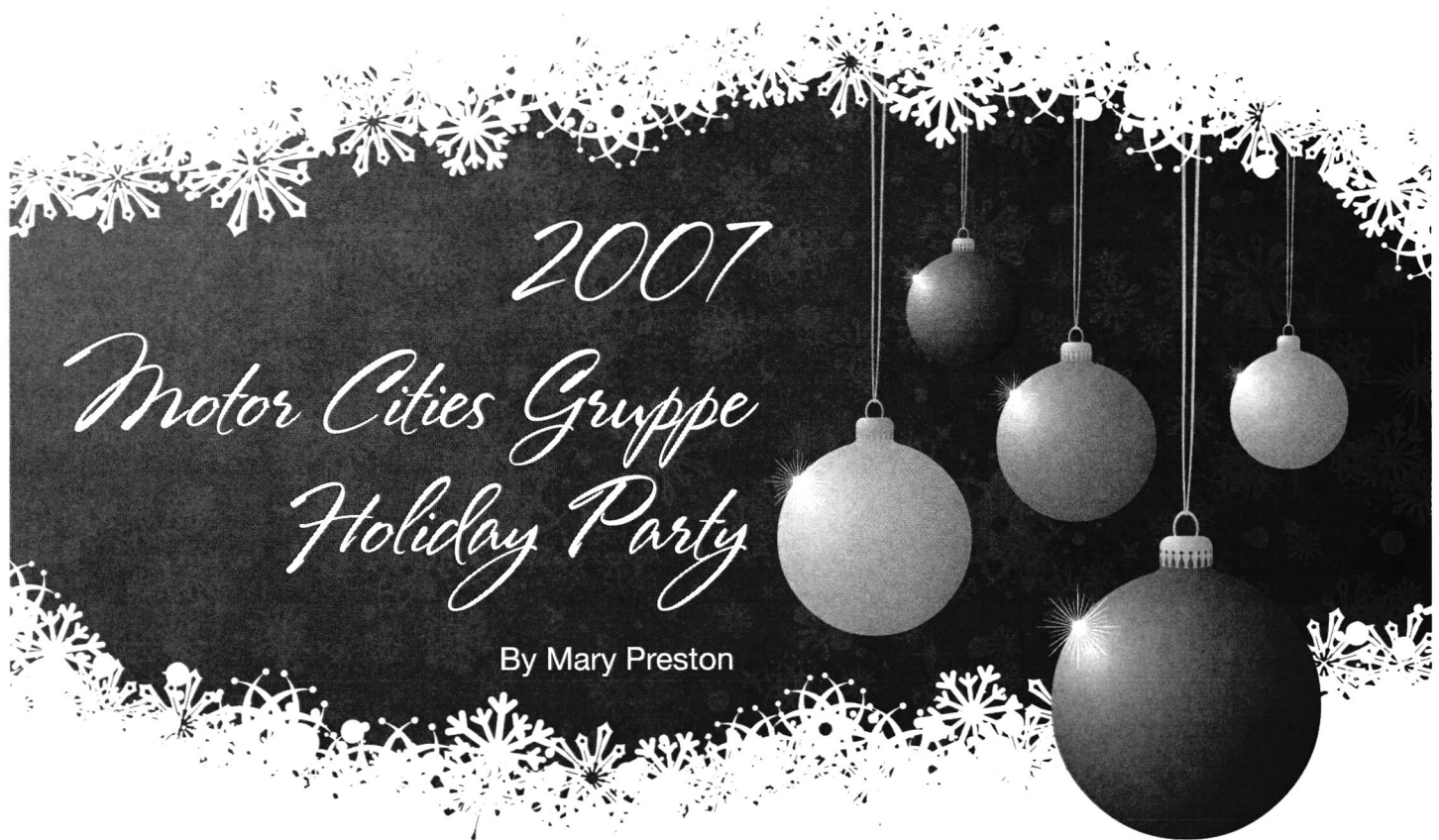
September 13 ..... **MCG Board Meeting**  
 10:00AM at Stuart Tool  
 Establish ballot for all 2009 candidates

September 20 ..... **Drive your Porsche Day 2008**  
 Form a group and drive your 356!

October 4 – 5 ..... **Fall Color Tour**, Chairpersons:  
 Tom Hudson & Dave Preston

November 6 ..... **MCG Board Meeting**  
 0:00AM at Stuart Tool  
 Initiate 2009 Election

December 6 ..... **Holiday Party** – Canterbury Village  
 (tentative date)



**T**he 2007 MCG Holiday Party was a fun event culminating a year of successes for the club. Those in attendance once again enjoyed great food, friendly banter, and lively Silent and Live Auctions. The bidding was fun as Mike Heilmann and Vic Skirmants worked the crowd to attain the highest bids for the outstanding items donated to the Live Auction. Among the items were Dan Christie's art work – always prized – this year won by Heath Hulbert and a beaded, hand knit purse donated by Patti Door (thanks, Patti!) and won by Jan Downey – lucky girl! There were baskets filled with German crystal and hand made note cards, Porsche calendars, parts and even a Porsche tie! The silent auction was stocked with delicious treats for both our 356's and our tummies. The evening's Silent and Live Auctions brought in over \$2000 for the club treasury to be used for future club expenses and events.

The staff and chef at the Castle Grille Restaurant in Canterbury Village, Lake Orion was professional and efficient as we feasted on a buffet of Chicken

Marsala, Salmon, and Beef Tenderloin. There were also a variety of side dishes to choose. Everyone was so full, still the line for the beautiful array of desserts proved that we had saved room for sweets and coffee. There was even time for some of the ladies to go shopping at Always Christmas, just a couple doors away.

Dennis and Sue Denyer worked hard again this year to make the evening's event memorable for all. The location, room set-up, table decorations, menu, and tasty desserts were all festive. We thank them for an outstanding job.

Please look over the 2008 calendar now and plan to attend as many events as possible – or at least a couple. So much planning goes into these events, which are for you – the members – and the club is always looking for new ideas as well as new faces. All of us are busy with so many things including family and friends – and the holidays are no exception to this – but the friendships that are formed at these events and the fun had by all is worth every minute.



## ECH Merchandise Still Available!

### For more information, contact:

Barbara Skirmants,  
3359 Kings Mill Road,  
North Branch MI 48461  
skirmants@hughes.net  
phone 810-688-9090  
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Goodie Bag ..... \$5.00  
Event Patch with ECH Logo..... \$5.00  
Event Lapel Pin..... \$5.00  
Key Fob with ECH logo..... \$6.00  
Long Sleeve Event Shirt..... \$45.00  
Soft Cooler ..... \$25.00  
Windbreaker Jacket with  
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event logo ..... \$35.00  
Wine Bottle 750 ml, w/etched  
& painted event logo ..... \$75.00  
  
356 MCG Car Badge ..... \$35.00  
356 MCG Patch..... \$5.00

## MEMBER AND WEBSITE INFORMATION

The membership address list will be updated and mailed to all members with dues paid to the current date. Check your address label for the year to see if current.

Please send current dues to Barbara Skirmants, 3359 Kings Mill Road, North Branch, MI 48461. Dues are \$20.00 per year.

Send current email addresses to Barbara at [skirmants@hughes.net](mailto:skirmants@hughes.net).

Please review our website, [www.356mcg.com](http://www.356mcg.com), regularly for current Gruppe information. Send any updated information, new pictures, calendar submissions, etc. to Tom Hudson at [Hudson@chartermi.net](mailto:Hudson@chartermi.net)

### Motor Cities Gruppe Membership Form

Join the Motor Cities Gruppe Club or Renew your Membership.  
\$20 Per Year includes six (6) issues of Auspuff Roar and Email Announcements for events, etc.

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State & Zip \_\_\_\_\_

Phone Numbers H \_\_\_\_\_ W \_\_\_\_\_

Cell \_\_\_\_\_

Email Address (very important) \_\_\_\_\_

Please mail this form and make check payable to:

Motor Cities Gruppe  
3359 Kings Mill Road  
North Branch, MI 48461

You may pay by credit card (MC/Visa) by calling 810-688-9090, or you can fax the form to 810-688-9091.

Card Type \_\_\_\_\_ Number \_\_\_\_\_

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# The Gland Nut from Hell

By Gerald VanVliet

Everyone who has worked on a 356 at one time or another has a story to tell about a piece that would not cooperate when they tried to remove it. This is my story.

In 2006 my wife and Bill Demeter were bugging me about putting my car back on the street or, as my wife suggested, get rid of it. Having owned it for over thirty years and knowing how many good miles it had left in it I couldn't see getting rid of it. Therefore, the only alternative was to put the engine back in (it had been taken out in 1992) and get it running again.

The car was taken over to Bill's and he began the process of reinstalling everything needed to get it running and drivable again. Before putting the engine back in the car Bill pulled the clutch to check its condition. The clutch was fine. What wasn't fine was the

gland nut. Bill asked me if I had ever pulled the engine before and tried to remove the gland nut. Not me, prior to him showing it to me I didn't even know what or where the gland nut was.

Upon observation it was readily apparent somebody had had an issue with my car's gland nut. It was badly mauled and the corners of the nut had been peeled back when the previous "mechanic" had attempted to remove it with a cold chisel. It looked secure and as the engine had always run fine when I had driven it years ago we decided to let it go and reinstall the engine as it was.

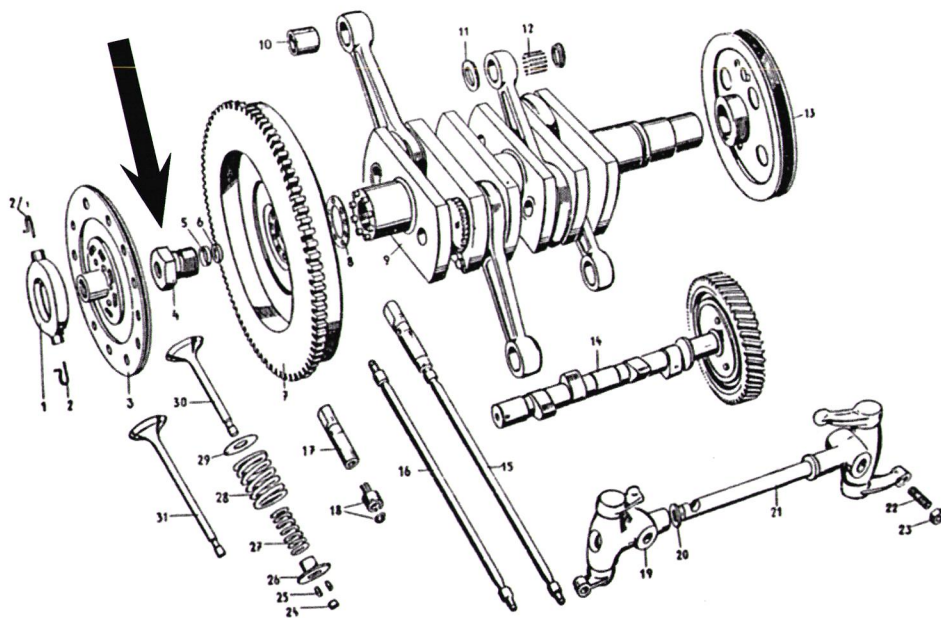
Once the engine was reinstalled and we got it running we noticed that we had a bit of a problem with an oil leak. Oil was running, not dripping, from the main seal.

We ran the engine for about 10-15 minutes in order to: 1) get it warmed up hoping to free up the

rings and, 2) get the main seal to absorb some oil and stop leaking.

We shut it off and before restarting it poured back in the oil which had run out. Upon firing it up for the second time I think I can charitably say the stream of leaking oil had slowed. Instead of pumping like an artery, it was now only leaking like a major vein. Bill thought (hoped) that if we let it set overnight maybe the seal would absorb some of the fresh oil and stop leaking. There had been no oil in the engine since 1992, and again Bill felt (hoped) that the seal had only dried out due to the lack of oil in the engine all those years.

Before running the engine again Bill drained out the low viscosity oil he had used when first starting the engine and replaced it with a higher viscosity oil, 15W-40. This certainly helped as the leak had slowed to a drip. The engine didn't leak when



stopped, however it definitely was “dripping” when running. Obviously this had to be rectified.

So out came the engine and off came the clutch. Because the gland nut was so badly mauled, in order for Bill to get a socket on it he had to grind the corners of the nut back into a hex shape.

After this, Bill made his first attempt to remove the nut with an impact wrench he had in his shop. Nothing! So, operating on the theory “if it won’t fit, get a bigger hammer”, he laid hands on a new ½” impact wrench, with an advertised 1000 ft. lbs. of torque in reverse. We put it on the nut and—nothing. Next we added some heat to the nut to encourage it and tried again—nothing. More heat, more wrench—nothing. We tried tightening the nut and then reversing the wrench—nothing. Bill ran the

wrench until his compressor was out of air and we had let it build up pressure again.

After about two hours of this we came to the conclusion that the nut was not going to come off. The problem seemed to be that the nut was now rounded off so that the socket couldn’t get a grip on it where Bill had ground off the nut

— to get the socket on it in the first place.

What do we do now? More heat won’t help and could be really detrimental. The bigger hammer theory hadn’t worked. What to do?

What about welding a new nut onto the old one – a new nut that has all its corners? Seemed pretty drastic, but we didn’t have a lot of options. However, Bill’s MIG welder did not have enough juice to firmly weld the new nut onto the old one and it needed to be welded on firmly.

Bill knew people who had the right equipment and facilities to do the job. So we loaded the engine in Bill’s van and the next day he took it over to his friends’ shop. They welded the new nut on—really welded it on. They then got out a ¾” impact wrench and gave it a go. Just like they knew what they were doing, the nut came right off.

There is no trick to working on a 356, you only have to know what you’re doing. Or is it simply having the right tools?





## 2008 MOTOR CITIES GRUPPE EVENTS REMINDERS

*Several 356 MCG members have preliminary plans underway to attend major 356 events this year. Please make note of the dates and the primary contact if you're interested in attending these events with some fellow MCG 356ers.*

### West Coast Holiday — June 19-22, 2008

Squaw Creek, CA

Barb & Vic Skirmants are organizing a group trip to the WCH and are offering a limited amount of 356 transportation in their fantastic car hauler. Please contact Barbara at [skirmants@hughes.net](mailto:skirmants@hughes.net) or at (810) 688-2059, to inquire about transportation rates and availability.

### East Coast Holiday — September 4-7, 2008

Lancaster, PA

Sebastian Gaeta is organizing a 356 caravan out to this Holiday, so if you're interested please contact him at [spg356@sbcglobal.net](mailto:spg356@sbcglobal.net) or at (734) 645-9381.

### Watkins Glenn Vintage SVRA Races — September 4-7, 2008

Watkins Glen, NY

Although this is the same weekend as the 08 ECH, Lanita & Ted Dunham can be contacted to inquire about plans to attend these classic vintage races. Please contact Lanita at [taylordunham@sbcglobal.net](mailto:taylordunham@sbcglobal.net) or at (810) 225-6126.

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The Motor Cities Gruppe wants to take this opportunity to thank all of our sponsors who regularly run advertisements in the Auspuff Roar. Your support each year makes a big difference in our ability to publish our newsletter. So, as our advertisers, we want to serve your needs as well. We want to start out 2008 with a reminder of our guidelines for your advertisements.

In my new job as Editor, please send all advertisements to me electronically – my E-Mail address is below. I organize all of the content for the newsletter and then I send everything onto Dan Christie for publication. Dan does the real work!

Nothing else has changed –

- 1) The rates are the same.
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- 3) Unless you tell us differently, we will routinely run your ad in each publication, as space permits.
- 4) If you have a specific need to run your ad in specific publication, then we will definitely run it.

Here are upcoming cutoff dates for the first half of the 2008 publications. Please submit any new ads by these dates, or we will use the existing one that we have:

- March 5<sup>th</sup> for April 2008 issue
- May 5<sup>th</sup> for June 2008 issue
- July 6<sup>th</sup> for August 2008 issue

You all have been long term supporters of 356s and our MCG Club and all of us appreciate your continued support very much!

*Dave Preston*  
Editor & Trustee  
Motor Cities Gruppe  
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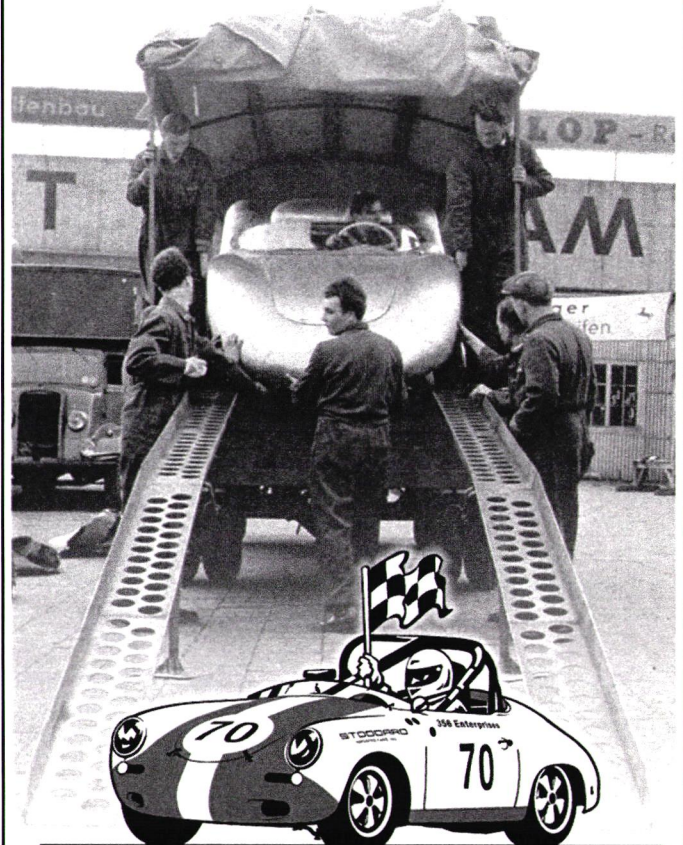
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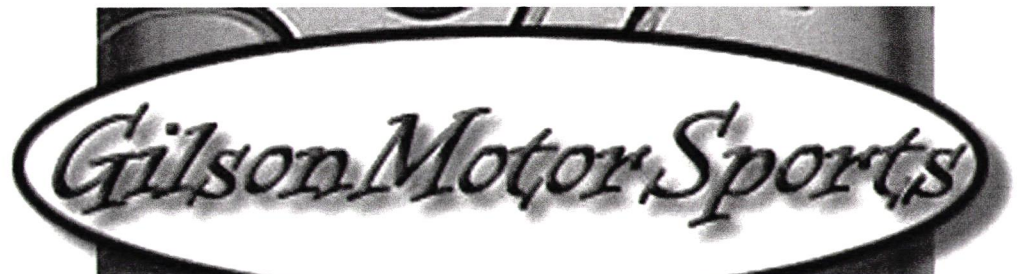
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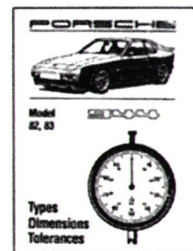
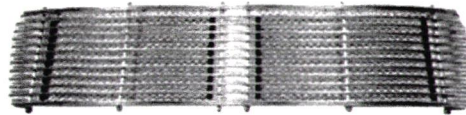
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*Auspuff classified ads are free. Please submit requests for classified ads to Dave Preston at [dmpreston2@comcast.net](mailto:dmpreston2@comcast.net).*

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