

356 Motor Cities Gruppe
**AUSPUFF
ROAR**

February/March 2001

Were Cabriolets
Built For Girls??
See Inside!

ZÜNDFOLGE

PRESIDENT

DAVID PETERSON

VICE PRESIDENT

SEBASTIAN GAETA

TREASURER

GERALD VANVLIET

BOARD OF DIRECTORS

BILL TOBUREN TED DUNHAM

SEBASTIAN GAETA DAVID PETERSON

BARBARA SKIRMANTS

MEMBERSHIP

BARBARA SKIRMANTS

AUSPUFF EDITOR

SEBASTIAN GAETA

NEWSLETTER DISTRIBUTION

TED & LANITA DUNHAM

STAFF PHOTOGRAPHERS

DAN CHRISTIE-GOTTFRIED HOGH

ON THE COVER:



An elegantly dressed 356 driver stops to look at a map somewhere in the Alps. Note that this is an early '60 T-5 B by the front Porsche script. Also note that it is a Cabriolet, has Hella 128 Fog Lights, and, obviously, Euro headlights and turn signals and a Stuttgart license plate.

Why did Porsche always show a girl driving he cabriolet? This further proves some members' feelings that cabs are "girl cars." Well, Doc Block owns one...

The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe is \$15 per year due at the first of each year. Advertising rates per issue in the Auspuff Roar are as follows: Business card size—\$10, Quarter page—\$25, Half page—\$50, Full page—\$85. Please send membership dues to Barbara Skirmants 27244 Ryan Rd, Warren, MI 48092. Please send any materials to be published or advertising copy to:

Sebastian Gaeta 4070 Brookview Court, Ann Arbor, MI 48108

DON
Marrah
AUTOBODY



AWARD WINNING RESTORATIONS & CUSTOMS

**840 East Juddville Road
Owosso, Michigan 48867 9468**

**517-723-1365
FAX 517-723-1589**

INCOMING

PRESIDENT'S LETTER

David L. Peterson

There are a lot of parallels between the 356 Motor Cities Gruppe and our United States as we enter 2001.

First, a new year and a new President – the country gets George W., and you get David L.; the former espousing compassionate conservatism and the latter hardly espousing at all.

Secondly, while George W. was being sworn into office on the Capital steps in Washington on January 20th, David L. simultaneously swore and was then made President by the Motor Cities Board of Trustees in the back room at Neil's.

Whereas the previous administration in Washington had Chinagate, Travelgate and Whitewatergate, our previous administration was really big with Tailgate – as in Neil's parking lot every Saturday.

And while the outgoing President of the United States is busy trying to shape his legacy, our outgoing President sits tall in his '65 cabriolet proud of the accomplishments of his term in office – although that's mostly because Russ Taggart stiffened up the seat cushions over the winter.

Well, that pretty well covers the likenesses between our country and the Motor Cities Gruppe. And there are great differences in what the two

outgoing Presidents have left for their successors.

I'd like to take a moment and comment on what my predecessor, Dick Beecher, has in place for me to oversee for my watch as President.

We maintained a low-key infrastructure for the Gruppe so that the camaraderie and the events drove the club; and not the bylaws.

First and most importantly, we had great events and get-togethers. Although we say the Gruppe is about 356's; it is really all about people – people enjoying the company of each other and enjoying their cars; and in that order. Dick helped us keep that in perspective.

We ended the year with a treasury well in the black, allowing us to do things as a club without having to worry about whether we could afford it.

This year we will be communicating better – because last year the decision was made to move from a

quarterly publishing of *Auspuff Roar* to a bi-monthly printing with vcbm being those months that we don't receive the *356 Registry*. See, Dick was thinking all the time.

We maintained a low-key infrastructure for the Gruppe so that the camaraderie and the events drove the club; and not the bylaws.

Speaking of bylaws, they were rewritten to reflect 1) today's environment and 2) a compatibility with the *356 Registry* bylaws. Dennis Denyer took on this task, and deserves a great pat on the back for the excellent job done here.

And besides writing this column for every issue of *Auspuff Roar*, he also contributed with other articles (although now that I think about it, he only had to write four bylines a year, while I'll have six -- thanks, Dick)

And lastly, during Dick's term of office there were absolutely no scandals.

So, going forward, I see my job as one of helping ensure that we have lots of member involvement, lots of interesting and 356-oriented events, and lots of fun doing it.

See you throughout the coming twelve months.

Dave

The following information is based solely on my own personal experience, prejudice, and general orneriness. There are no dyno results to back up my claims; any member input on exhaust systems is really welcome.

The stock system is a good, long-lasting medium price system that fits well. For a stock engine, it's about as good as any tuned exhaust, and it's quiet. One comment on the stock muffler. There are currently elbow pipe kits on the market that, unfortunately, don't work quite right. The first elbow coming off the muffler is bent at a 90 degree angle; the correct, original pipe is bent at more than 90 degrees. This makes a big difference in trying to fit the elbows without rubbing on the bodywork or the bumper guards. Secondly, the clamps generally do not tighten enough. I don't know if the correct factory parts are still available, but I strongly recommend staying away from the current elbow kits until they are redesigned properly.

There are the cheap "tuned" exhausts that are cheap, who-knows-how "tuned", cheap, noisier than hell, cheap, have mediocre to fair longevity, cheap, atrocious to semi-decent fit, and best of all they're cheap.

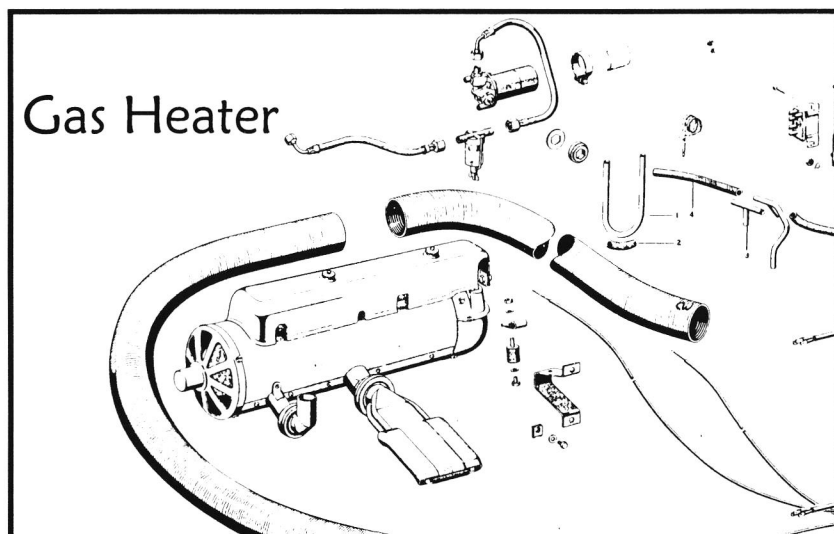
One step up from these "no-name" generic exhausts are the ones that substitute a "turbo" muffler for the straight through fiberglass packed bullet "muffler". These are a little more expensive because of the muffler, and they are actually about as quiet as a stock exhaust.

Then there are the premium priced systems that have chrome pipes sticking out all over the back of your car. These things are expensive; have who-knows-what-kind of "tuning"; are expensive, mellow sounding, \$\$, heavy, \$\$, long lasting (something that heavy has to last long!), \$\$; have mediocre to good fit (of course they are so rigid and strong that when they

don't fit properly, you have a problem). One system in particular has several mufflers, and connecting pipes that are smaller than the stock 1 1/2 in.! This is high-performance?

Yes, I will now name an exhaust system that works. An honest-to-goodness tuned exhaust is the Bursch. I believe Bursch was the first actual tuned exhaust. It still is the best you can buy for a hopped-up engine. It is medium-priced, long-lasting, and fits well. You can get the noisy one with the fiberglass-packed "bullet", or you can get the turbo muffled version. In summary: stock engine, stock exhaust: high-performance engine, Bursch exhaust.

Are you finding exhaust leaks where the exhaust #1 and #3 pipes slide over the J-pipe ends? Assuming that the pipes are in some semblance of proper condition and that you've been using the factory type clamps and all they do is bend when you tighten the nut and bolt, go to an auto parts store and get some regular 1 1/2 inch exhaust pipe "U" clamps. Tighten them **Just enough** to stop the leak. Over-tightening these will either break them or deform your pipes so that you'll have a heck of a time getting them apart when you need to.



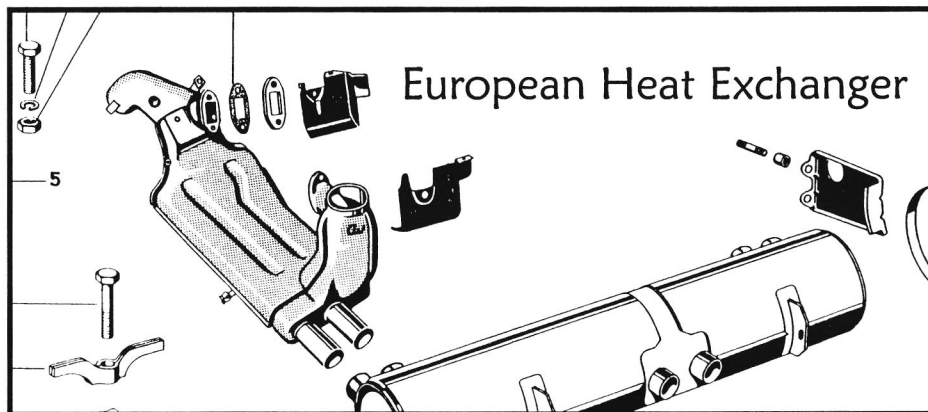
Technical

By Vic Skirmants

Exhausts and heaters

Why Torches and Exhaust Pipes Don't mix: Occasionally

hearing about people having garage fires makes me somewhat cautious in making certain no hot parts lie around without supervision after welding. Recently I was repairing a set of J-pipes by welding on a new pipe to the old curved section. After welding, I kept getting a burning smell from the pipes long after a reasonable time for cooling had passed. What was happening was that the thirty years' accumulation of carbon in the original curved section of pipe was slowly smoldering away. I finally realized what was happening when the "fire-line" finally advanced to the port-end of the pipe and I could see the thin red line of advancing combustion. So, be careful when welding on used exhaust pipes. Another exhaust story. I had a customer tow his car in with a rather loud knocking noise. Having rebuilt the engine last year, and having a big enough ego to not expect failure this early, I did not expect a bottom end problem. I did check the dipstick for oil and looked inside the oil filter for signs of "gold" on top of the filter element. The customer did mention that the knock developed immediately after being taken to a muffler shop for custom modification of a perfectly good Bursch system to look like a twin-exhaust special. Suspecting abuse at the hands of the muffler shop personnel, I began looking for bent exhaust valves by checking for excess valve lash. I didn't find any, but did notice a definite resistance to number two cylinder's upward travel. The engine became very difficult to turn past top-dead-center for either #2 or #4 cylinder. Since the noise came from the right side, it seemed that something had gotten inside #2 cylinder and was being squashed between the piston and cylinder head. The spark plug showed no damage, so whatever was in there was stuck to the



piston or head, and not bouncing around. Of course, the engine had to come out, and the right head had to come off. Inside the cylinder were a couple of strange pieces of metal that I couldn't identify at first. Closer inspection showed them to be pieces of slag created when an oxyacetylene torch is used to cut off metal; the pieces matched perfectly with the larger piece I had found in the carb preheater opening of the heater flapper box! The air cleaner had not been off the engine; how did these pieces get in there? Very simple. At the muffler shop, instead of simply unbolted the old muffler, they torched it off at the pipes, then unbolted the pipes. While torching the pipes, the exhaust valve for #2 cylinder was open. The flying slag went into the cylinder, and voila! Bad knock! Luckily the piston and cylinder head were only slightly marked, and inspection of the rod bearing showed no damage.

For many years I have used shop towels or other suitable materials to plug the intake ports in the heads, intake manifolds, and finally the carbs when assembling an engine. I don't want to take any chances of something falling into the cylinder. Very few things upset me more than seeing an engine sitting around with naked carbs or heads, just waiting for a stray metal object to fall in undetected. As a result of the above episode, I will now make more of an effort at

plugging up the exhaust ports as well.

Many of us who drive their cars deeper into the fall and get them out of storage earlier in the spring have become concerned about heat. As most of us know, the standard "export" heating arrangement is none too good in really cold climates. There are two alternatives, the first being a gas heater; either an original Porsche one, virtually unobtainable as far as I know, or an old 6 volt VW one modified to work in the 356; also getting hard to find. The second, and to me the more desirable one, is the "European" heater set-up as used on the later non-American B and C models. If you can get the heat exchangers, fan shroud, etc. that go on the engine, you still need the heater control valve boxes that attach to the chassis underneath. The C models have larger heater duct ends than the older models, so you will have to make an adapter to fit the heater control boxes to an older model. If you can't get the control boxes, I have used the standard heater system forward boxes with a pulley arrangement for the heater cables to open them in the proper direction.

Is the effort worth it? You bet! In my own personal experience, the European heater is as good as a gas heater, and four times better than the American heater.

MOTOR CITIES GRUPPE CALENDAR

FEBRUARY

18th— Bay City Antique Hunt.
See announcement on page 7.

MARCH

Membership Dinner at the
Brass Pointe restaurant on 10
mile and Orchard Lake Road.
Starts at 6:00 PM.

APRIL

21st— Hershey, PA all Porsche
Swap meet, THE biggest in the
world! Call Barbara Skirmants
for info: 810-558-3692

MAY

5th-Garage Tour at River Tech
in Ypsilanti. See announcement
in April *Auspuff Roar*.

15th-Membership Dinner.
Location to be announced

JUNE

3rd-MCG Spring Tour hosted by Bill
and Sher Toburen.
See announcement in April
Auspuff Roar.

9th-Stoddard all Porsche Swap Meet
with model and Literature meet the
night before. Call Barbara Skirmants
for info: 810-558-3692

22nd-24th—Mid Ohio Vintage Gran
Prix Call Barbara Skirmants for info:
810-558-3692

JULY

17th-Membership Dinner.
Location to be announced.

AUGUST

9th-MCG Family summer picnic
Hosted by Ted and Lanita
Dunham in Milford, MI.
See announcement in June and
August issues of the *Auspuff
Roar*

18th-Woodward Dream Cruise!

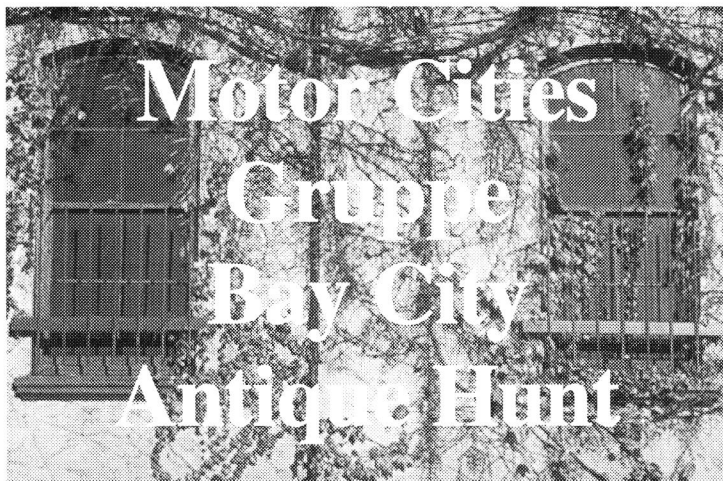
SEPTEMBER

18th-Membership Dinner.
Location to be announced.

356 Registry East Coast Holiday
Chattanooga, TN.
See announcement in your Reg-
istry Magazine.

OCTOBER

6th-7th-MCG fall color tour.
Location and Host to be
Announced.

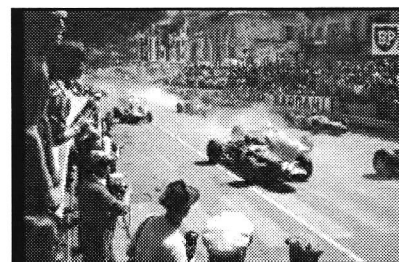
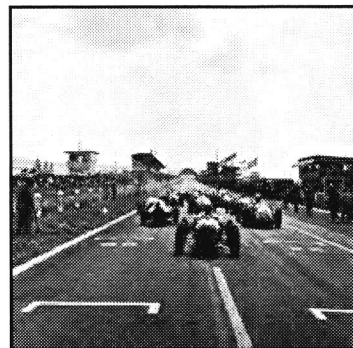


Hosted by Bill and Sher Toburen

Meet Sunday, February 18th at 10:00 a.m. for breakfast. Afterwards, we will take a short drive to Bay City for some antique hunting. Please RSVP for further details and location of the restaurant. Call Bill and Sher Toburen at 248.887.3029

Jesse Alexander: DRIVEN Racing Photographs 1954-1962

Showing now through March 10th, 2001



the **HALSTED GALLERY**
560 NORTH OLD WOODWARD AVENUE
BIRMINGHAM, MI 48009
248-644-8284



**PRECISION BUILT
PRECISELY SERVICED**

PLACE
STAMP
HERE

We have not seen you for some time. For greater pleasure and peace of mind, make use of our preventive maintenance plan. Our highly trained mechanics with special tools and fully stocked parts depot await you.

Barnes Color Films, Inc., 121 S. Michigan Ave., Chicago 3, Ill.

67354-6

Check out these 356 era Dealership service reminder post cards. The backside of the card above urges the 356 owner to “make use of our preventive maintenance plan.... For greater pleasure and peace of mind.”

The card below says “just to remind you that it is about time to come in for your.....mile check up. Be a happy ‘Porsche Pilot’ Let us service your car.”

**PRECISION BUILT
PRECISELY SERVICED**

PLACE
STAMP
HERE

Just to remind you that it is about time to come in for your.....mile check-up. Be a happy “PORSCHE PILOT” Let us service your car.

Barnes Color Films, Inc., 121 S. Michigan Ave., Chicago 3, Ill.

67355-9



Disc brakes on all four wheels* are now standard equipment on the Porsche. Precise braking has always been part of the thrill of driving a Porsche; the fact that these new brakes are designed by Porsche engineers is better than the Porsche drum brakes, particularly in emergency.

To make driving the friction of braking easier, here as high as 4000 inches of vacuum. High temperatures which may cause even the best drum brakes to fade, actually improve the efficiency of Porsche's new disc brakes. The new disc brakes will also throw off water from rain or puddles virtually eliminating danger of skidding from trapped water.

*Discs on road wheels, hand brake as a common rule of cars with disc brakes on all four wheels. Discs on but not intended as efficient disc and drum brake combination for the front wheels.

HARD-ASSEMBLED, ALUMINUM ALLOY ENGINE is pre-cooled and has heat-dissipating fins on cylinders. Blow by air from large blower also passes over oil cooler, lowers temperature of oil before it reaches bearings. Automatic by-pass valve prevents dry starts by sending oil directly to lubrication points, without going through cooler, until operating pressure is reached.

INSTRUMENT PANEL has been redesigned for greater convenience. All controls and indicators are directly in front of the driver for maximum efficiency and safety. A precision-built electric clock is standard equipment. Deep-dish steering wheel puts control of the car completely, precisely in the hands of the driver. The wheel responds to a touch without lost motion. Wheels go from lock to lock in just 2 1/4 turns.

**OPTIONAL EQUIPMENT
ADD TO YOUR
DRIVING COMFORT
AND CONVENIENCE**

PLUS: Detachable steel hardtop for Cabriolet • Leather seats • Fog lamps with yellow lens • Removable headlight grill • Outside rear view mirror • Safety belts • Luggage straps • Wide selection in radio (AM and AM-FM) • Head rest • Top cover for Cabriolet • Ask your dealer for complete list.

Newly designed hardtop • Leather seat • Fog lamp with yellow lens

PORSCHE

Porsche of America Corporation
167 Wren Avenue
Teaneck, New Jersey

Printed in U.S.A.

Keeping with a Literature theme for this page, displayed are a few pages from an early “C” Brochure.

The brochure is pamphlet size measuring roughly 2 1/2"x 5". It may have been carried by salesman to hand out to prospective customers rather than being a complete sales Brochure

The day was unusually sunny for December, but typically cold. But inside the Waterford Hills clubhouse, it was sunny and warm. More than 80 Gruppe members gathered for the annual Christmas feast and auction. Hors d'oeuvres were served at 4pm, after most of the people had arrived and the auction started at 4:30 and continued until dinner was ready. Ted Dunham was awarded the Tom Youk Helping Hand trophy clock by Vic & Barbara Skirmants. The auction was finished after dinner until all the items were sold. Everyone brought at least one item to sell, and most had brought 4 or more. It was great fun to see the bidding go back and forth when a better than average item came up for bid. A nice tool kit sold for \$375., a Dan Christie painting brought \$100. Barb Skirmants mini Porsche Christmas tree went for \$140 and should have gone for more with all the wonderful Porsche items on it and the time spent collecting them and the skirt that went with it. There were a lot of gift baskets, both with items for the ladies (from Polly Van Vliet) and others for the guys (with cleaning supplies) from Peggy Goldberg. Sue Denyer brought a rum cake in an antique cake dish. The high bidder was thrilled (she wanted the dish) and they immediately ate the cake after dinner. Sher Toburen had again made her beautiful handmade cards and they were highly sought after, as were Pam Chatley's

Motor Cities Gruppe Holiday Party 2000



handpainted Christmas ornaments. Sue Denyers pecan tarts and Lanita Dunhams snicker-doodle cookies also went well. A



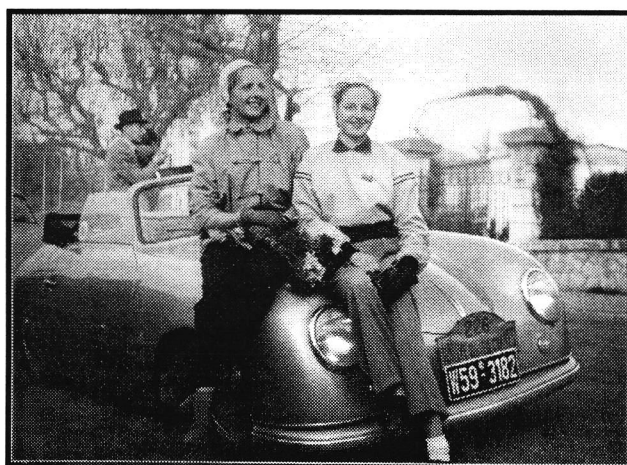
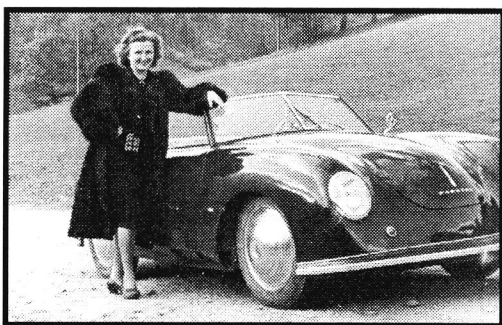
lot of nice posters, and shirts were sold as well as 3 very nice models donated by Max and Albert Szwaj. Several of the guys (Tord Smedberg, Ted Dunham) brought parts that were highly prized items. Steve & Linda Mahac donated several very nice calendars and other items. Jan Downey had been busy crafting items and the Porsche Rock (car), got a huge laugh and a sizable bid. Mike Speck and wife Nicole came with their new baby girl, and also donated 10 denim shirts with a new logo embroidered on them and a long sleeve fleece pullover also stitched. We raised over \$3,000. to help defray the cost of our club paper, Auspuff Roar, so very well edited by Sebastian Gaeta every 2 months. Our thanks to all those who contributed items for the auction and to all those who bought them.

Special thanks to Barbara Skirmants for planning another great party and making such a wonderful event for all to enjoy. Hope your holidays were terrific!

Lanita Dunham

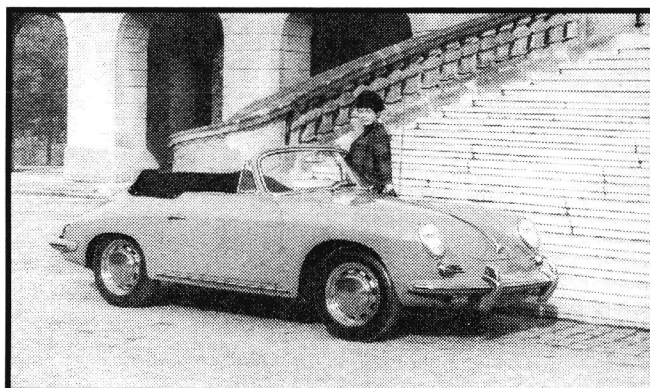


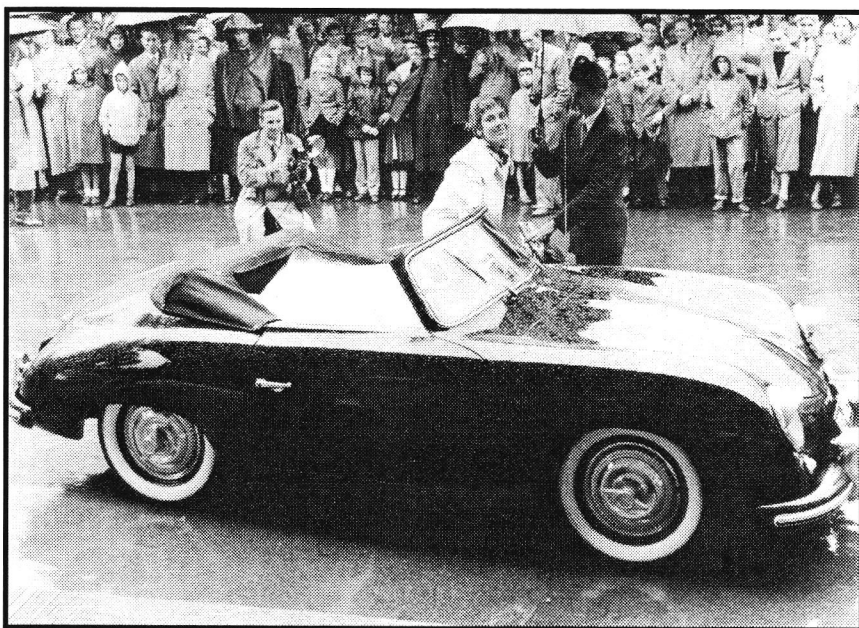
Top up, Top down, it doesn't matter, Cabs are girl cars!



Were Cabriolets Built for Women??

By Sebastian Gaeta





Actual caption from this photo: "The cabriolet was the darling of the concourse set where an overzealous proprietor had showered her 1954 pride and joy with a host of aftermarket paraphernalia." (Wow, I feel like the guy who will be first to prove the theory of cold fusion)



You can get your new cabriolet in either soft or hard top configuration. It's your choice, ladies!

Well, here it is, the first official controversial article ever purposely published in the *Auspuff Roar*. In a way I am considering this to be the first and last *Auspuff Roar Swimsuit Issue*.

Let me apologize up front to the people I am about to offend, both friends and people I have yet to meet.

Here it is: Cabs are chick cars. I believe Porsche built, marketed, and fully expected to sell cabriolets to women. Not Speedsters, not Roadsters, but cabs. Porsche literature during the 356 era is chock full of pictures of cabs with women in the drivers seat. If they're not inside the car then they are right next to it, with no man in sight. "That's right, this is *my* car" they seem to say.

I'm tired of being politically correct. Let's look within our own group, shall we? Doc Block owns one; 'nuf said. Dick Beecher proved he belonged in this

comparison with that picture of him last issue in *his* cab wearing that really girly-man cap. And David Hinz? He works for his wife, for cryin' out loud!

The exception that proves the rule is "muscle man" Bill Rohrer. He uses his cab to *get* chicks. And at least Sher drives Toby's cab on a regular basis, proving he knows it's place in the Porsche class system. Tom Youk saw the light many years ago and traded his in on a race car, ditto John Chatley. Neil has one too, and since it is never driven it's a real "cream puff."

Now please don't misunderstand. I'm not saying it's not OK for a man to own or drive a cabriolet (or even to work for his wife or wear funny little French caps for that matter). Heck, I even want a cabriolet for myself! But let me just leave you with a little story from about 5 years ago. Toby (Bill Toburen) and I were on

our way to the Stoddard swap meet in his ivory and tan cabriolet. It was a beautiful, sunny day, so naturally the top was down. We ran into construction traffic in Toledo, which got to be quite tiresome because of the pounding we were getting from the Semis all around us in "stop and go" mode. Doing anything to stay awake, I stretched my legs as best I could, but my arms were still restless. Leaning back I let my left arm drape over the back of the driver's seat, which proved to be very comfortable. After a bit I noticed Toby glancing over at my arm and chuckling. "What?!" I said, now fully awake. "Think about what we must look like" he said. Being the quick thinker I replied "Huh, what? I dunno". "Here we are stuck in traffic" he explained, "two guys in this Ivory colored cabriolet, top down, plate says 'TUB 4 2', we're surrounded by truckers and you've got your arm around me!"

As I quickly removed my arm from the back of his seat I couldn't help but think that it wouldn't have looked the same had we been in a Speedster.

Sebastian



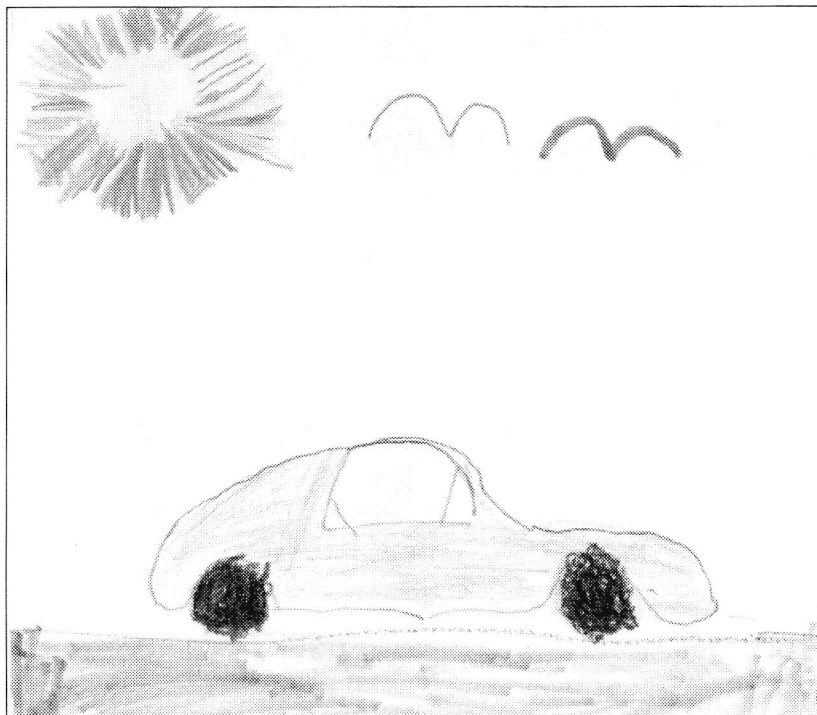
One day, we
went for a
ride in the
red car.

When we got home we
noticed that the car was
dirty. So we decided to
wash the red car. We got
out the hose. We got out
the wash soap. We got out
the cloth. And then we
washed the car.

After we washed the car,
we dried it. And then we
went inside to get a drink
and drank it outside on the
patio. The End

Wash The Car

by Gabby Gaeta





P-D Black & Decker

K-D TOOLS
make tough jobs easy

WISE-GRIP

S-K TOOLS

WAREHOUSE DISTRIBUTORS OF HAND AND POWER TOOLS
ESTABLISHED 1923

STUART TOOL SERVICE INC.

PROTO

AIR TOOLS

NEIL GOLDBERG
MEMBER - SMR/PCA

248-588-TOOL

1208 E. Maple Rd.
Troy, Michigan 48083

Complete Financial Services

- Government Securities • IRAs • Corporate Bonds
- Stocks • CDs • Mutual Funds • Municipal Bonds
- Managed Accounts • Tax-Exempt Bonds
- Retirement Plans

For more information call
Paul Joyaux, Financial Advisor,
at (312) 984-2392 or (800) 621-0684.

Thank you **PaineWebber®**

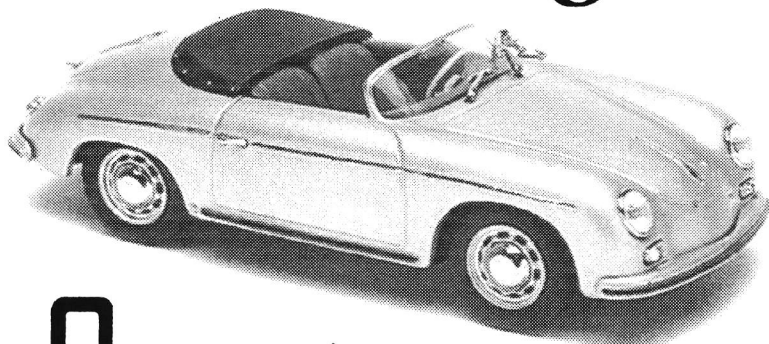
125 South Wacker, Suite 2600, Chicago, IL 60606

<http://www.painewebber.com>

© 1999 PaineWebber Incorporated. Member SIPC



Sale week is Feb 5th through Feb 9th!



PORSCHE
PREMIER
DEALER 2000

STODDARD
IMPORTED CARS, INC.

**10% discount on all
Porsche *parts for the
week of Monday,
February 5th
through
Friday, February 9th.**

***Discount applies to all
parts including special
orders and back orders.
Does not apply to engines,
transmissions or interiors.
Other restrictions may
apply**

Limited Quantity: Special prices!

000.044.200.08	\$1,400.00
Sport Exhaust for a 996. 1999-2001. Requires authorized dealer installation.	
911.501.035.13	\$165.00
Trunk Floor. 911/930. 1977-85	
928.628.403.02	\$85.00
928 Rear wiper motor 1978-91	
644.512.001.00	\$400.00
Rear engine deck lid-NOS. 356 A-BT5 coupe	
944.731.035.02	\$49.95
Mirror glass, plain, left for electric mirror 1987-89 - 911	
022.256.091 F	\$50.00
022.256.092 F	\$50.00
Heat exchangers. 1.7/1.8 914 to 1974	
WKD.462.420	\$15.00
Owners manual 1973 911 T, E, S	

38845 Mentor Ave. Willoughby, Ohio 44094 Fax: 440-946-9410

Order line: 1-800-342-1414 Toll free number not available in foreign countries.

Technical assistance and other information: 440-951-1040 On the internet: www.stoddard.com

Hans J. Wichter is a man who knows the value of German Engineering. As president of Stoddard Imported Cars in Willoughby, Wichter is obviously fond of the Porsches and Audis the dealership offers its customers. But Wichter also has a familiarity with vehicle engineering and an intense love of motor sports that spans his entire life. Growing up in Germany, Wichter was fascinated by motor sports, often listening at length to the broadcasts of the 24-hour races at LeMans.

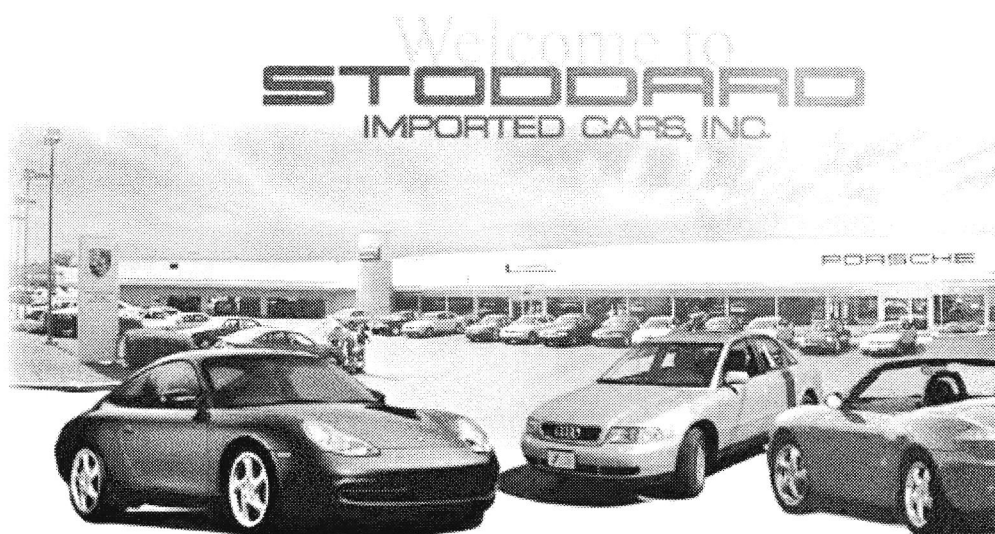
While worlds apart, both Wichter and Stoddard imported Cars started into the automotive scene at about the same time. Chuck Stoddard founded the dealership in 1957. Stoddard built the business around a solid service department and strong body shop - two things for which the dealer is world renowned today.

For his part, Wichter started his automotive career as an apprentice technician in 1956. He became a licensed technician in Germany in 1960.

"It was a three-and-a-half-year apprenticeship, so I really got to know the older models inside and out," says Wichter. "Coming from service, I know how to deal with customers. I simply implemented what I learned in service throughout the entire dealership."

In November of 1961, Wichter immigrated to the United States, where he landed his first job as a VW technician. At that dealership, he went on to become the shop foreman and later assistant service manager. While working at the VW dealership in 1972, Wichter realized a lifelong dream when he purchased his first new Porsche, a 911 from Stoddard Imported Cars. It was then that he met Charles Stoddard.

In 1974, Stoddard made a decision to



STODDARD IMPORTED CARS DEALERSHIP PROFILE

by Terry Troy

specialize in service support for Porsche 356 owners worldwide, purchasing all available 356 parts from around the globe and expanding the dealer's scope by adding a mail-order parts business, first targeting North America and later Europe. The move would prove to be a resounding success.

In 1976, Stoddard made another move that would greatly impact the dealer's presence in the marketplace. Impressed with Wichter's enthusiasm for Porsches, Stoddard offered Wichter a job as the service manager of the dealership.

With global mail-order business booming, a new parts warehouse was

Salomon Smith Barney

Providing Comprehensive financial Services to owners of corporations and individuals needing financial guidance



- ◆ Qualified Retirement Programs
- ◆ Private Portfolio Management
- ◆ Estate and Trust Services

Call Monica M. Gobba
Financial Consultant
(800) 846-5229

2001 Commonwealth Blvd.
Ann Arbor, MI 48105

constructed in 1978, and the mail order business greatly expanded. The company was on its way.

Chuck Stoddard retired in 1984. In 1992, Hans Wichter was named president of Stoddard Imported Cars. While he worked his way up through the ranks, Wichter has never lost sight of the fact that service sells the car, especially with Porsche and Audi owners.

"Porsche and Audi customers expect a little more because of what they spend for a car," says Wichter. "They are a little more discerning. We offer them first class service. As long as they own their car, we want the experience to be as trouble and hassle free as we can make it."

Service customers can expect a free drop-off and pick-up service as well as free loaners, says Wichter. For those who want to wait, there is a customer lounge with television and overstuffed furniture.

The service department, which is 5,000 square feet and 11 bays, features state-of-the-art diagnostics and servicing equipment. It is staffed by eight technicians, four of whom are master techs.

With his background, Wichter naturally keeps close tabs on the dealer's service department - and its eight-tech team has responded by winning numerous awards from both Porsche and Audi. Stoddard Import Cars' service department is an AAA-approved facility and has been awarded the AAA Certificate of Excellence for achieving 100 percent member satisfaction. Just this last June, the service department finished second in the National Porsche Service Cup, competing against more than 200 Porsche dealers nationwide.

"And, we have also won the distinguished Porsche Premier Dealer 11 times," says Wichter. "Only the top 10

percent of Porsche dealers in the country win this award."

While it has a rich tradition in service excellence, Stoddard's showroom and two-and-a-half acre lot at 33845 Mentor Avenue in Willoughby have become something of a local icon. As one of the first Porsche dealers in Ohio, it still draws heavily from communities across Northeast Ohio, but the dealer's business is still very much global in its scope.

Over the past 25 years, more than 100,000 Stoddard Porsche Parts catalogs have been distributed worldwide. But the dealer has also built a worldwide reputation for its ability to restore classic Porsche 356s and 911s, with models coming in from as far away as South America and Europe.

"And that is largely because of our state-of-the-art body shop," says Wichter. "We have a Lutro down-draft spray booth, which is exactly what the factory uses."

Stoddard's expert bodymen also use an in-house paint mixing system that uses Glasurit paint products. There is also dedicated frame equipment with original factory benches, featuring Celette and Blackhawk systems.

In addition, Stoddard's body techs perform complete collision work on both foreign and domestic vehicles, including sheet metal fabrication and shaping. It is also an Approved Allstate Pro Shop.

While Stoddard has built an international reputation for its parts, restoration and service excellence, it also offers a wide variety of Porsches and Audis as well as late-model used vehicles.

"In Audi, A4s, A6s, the Quattros sell the best, while in Porsche it's the Boxster," says Wichter. "We just

received the Audi Allroad, which is an alternative to an SUV, and then we have the Audi S8 and the Audi A4S Avant coming as well, so next year should be fairly exciting."

Despite its longstanding reputation, Stoddard is one dealership that will never rest on its laurels just last year, the dealer invested more than \$500,000 in a facelift, upgrading and modernizing its 40,650 square foot facility inside and out, as well as adding new signage for both its franchises.

Stoddard is also actively involved in both the automotive community and the community at large. For 13 years, Stoddard has sponsored its own annual swap meet. It also continues to attend swap meets and other import automotive functions around the country.

"We are also a sponsor of Racing for the Rainbow, a raffle that benefits Rainbow Babies and Children's Hospital, the NFL Alumni Cleveland Caring for Kids and Make a Wish Foundation," says Wichter.

As part of the fund-raiser, Stoddard has teamed up with Team Tech Motorsports to offer a Porsche 911 to the winner of the raffle. Tickets are \$100 each and, only 2,000 tickets will be sold. Proceeds will be used to support the previously mentioned charities. The raffle is expected to take place sometime in 2001.

Ed note: This story, given to me by Cynthia Stoddard, originally appeared in the Dec. 4th, 2000 issue of the Cleveland Plain Dealer. It was written by Terry Troy who is a freelance writer. Many of us buy our 356 parts from Stoddard and some of us even buy new cars from them, so I thought this article would be of some interest. Sebastian

It has been a lot of years since I regaled my teachers and my fellow students with tales of "How I spent My Summer Vacation"... a lot of years.

But not long ago I was reminiscing with some of the guys who meet each Saturday morning at the "Stuart Tool, Boys Club of Deutschland" where I go to learn, swap outrageous tales, and watch Vic Skirmants, Ted Dunham and Neil Goldberg make 40-year old 356s look like they were just born. I regularly question my cohorts to pick up buffing and mechanical tweaks so that might become an accomplished suck-up with the hopes that maybe, just maybe, I can get my car on *the* list. I keep hoping that I'll learn enough to keep my Roadster looking good, but just in case, I want to have a place, I need to have a place, on that list. Because you can count

on something demanding attention just before you're headed out on the overnight color tour, to Watkins Glen or down to Mid-Ohio to watch the vintage races ... and I know that I'm going to need their help.

This particular morning we were laughing at some of Jack Chamberlin's jokes and recalling the great post-pubescent turning points that have shaped our lives. One of mine happened to be a summer between my sophomore and junior years of college when I ended up working for an auto dealership in Greenwich, Connecticut.

Happy to have a whole summer to do anything I wished, or so I thought, my first notion was to hang out with my buddies Mike Vitti and Joey Einer 'til all hours of the night and sleep all day. That idea lasted until my second

morning home when I was treated to my Dad's acerbic observation that if I wasn't able to find something productive to do he was certainly capable of coming up with any number of very unpleasant and unrewarding work-style activities. He had a friend who operated a septic tank cleaning business. So off I went to seek summer employment.

After a couple of long days sizing up my job opportunities: car wash detailer, landscape assistant, bag boy, Mr. Roto-Rooter--all 8-day-a-week jobs I was thinking my summer was headed into the dumper when I passed a car lot on the Old Post Road in Greenwich that I had passed hundreds of times. I had drooled over the sexy machines crouching on the lot and lurking in the showroom on the way home from high school. Scheming about how I could make some summer cash and hang around this car nut's confectionery store, I skillfully powerslid my black-fendered, cloth-sunroofed '59 VW into the lot. I figured they would recognize my talents immediately.

The need for spending money and an escape from the impending job counseling from my Dad gave me the courage to walk into Chinetti Motors, the Ferrari dealer for most of New England and cognoscenti's everywhere.

With no opportunities available for a 19 year-old college sophomore as a driver on the factory team, I applied for the job as "clean-up boy". In spite of my assurances that I was reliable, hard-

How I Spent My Summer Vacation

by Len Hanson

working and really good with hot cars (note my skill with my VW pulling into the lot) I was told they already had someone. Dispirited, I hung my head, gave it a woeful shake, heaved a sigh, and headed back to my car to continue my job search, contemplating my future employment as a mucker or an elite road crew worker watching someone drive by in a Ferrari I should be looking after.

On my way back to my Bug parked in the lot, Franco Molinari, the dealership's manager, stopped me in the lot. Franco, - a tall thin Italian guy sporting a beautiful double-breasted navy blue sport coat, white shirt, intense yellow tie, tan slacks and smart suede Italian loafers had changed his mind. In a Modena accented voice he told me the guy that had the job was never there on time and inquired, "Can you start tomorrow, Leonardo?" ...hmmmm. The car gods were on my side at last.

My hope was that I would eventually be allowed to move a car or two in the lot. Little did I know what was in store before the summer was over.

Entering the Chinetti Motors garage that first morning was an absolute sensory assault. I remember passing this car place with the strange and exotic sounds and smells that came from the garage area hidden from view. I would look into the showroom through the tinted window and glimpse a couple of the latest additions and if it appeared that if I could get away with it, I'd take a few steps



Len and Linda NOW.....

past the garage doors to see what was in the shop. But now, Wow! These were the cars we saw on the cover of *Road & Track*. These were the cars where a tune-up cost as much as all the cars in our family. These cars had exotic sensual shapes like nothing in my neighborhood. These were cars for rich guys, sportsmen, racers, guys who dressed like Franco and better, had luxurious black mustaches, who smelled like cologne, pomade and garlic and had long-legged babes on their arms.

Now "I" was right smack-dab in the middle of a herd of Ferraris. Red ones-Rosso Chiaro, and yellow ones--Fly yellow like Franco's tie, and purple ones--Aubergine and gray ones--Muhammad Griggio, and silver-green and deep blue and copper

ones. There were real race cars, serious race cars and mechanics, macho guys with their cigarettes rolled into the sleeves of their T-shirts, laughing, making gestures and talking that lilting Italian.

Right from day one, in addition to my responsibilities as the gopher and sweep-up guy, Franco told me I was to move all of the cars kept in the garage overnight out onto the lot each day and put them away at night. A dirty job but... "I" got to do it!

At that time Ferrari was shipping cars like the 275 GTB ... loooong hood with gentle fender lines that reminded you of Sophia Loren. Hey, I may not have been Italian but even at nineteen I had the testosterone to appreciate Italian design of all kinds.

There were also what is now considered the great sleeper Ferraris,

the 330 GTCs along with a 275 GTS--the Spyder convertible version. (I'm told John Denyer had a 330 GTC, thus reinforcing my opinion that he's obviously a man of considerable taste, discrimination and had intrinsic skill in picking up women.) There were open Spyder Barchettas, which in Italian means little boat, like the one Luigi Chinetti drove to victory almost single-handedly at LeMans. And the occasional 250 GT LWB California Spyder, which looked like something the Shaw of Iran would be coming by to collect at anytime. The garage and lot were full of 250 GT Berlinetta SWBs - Short Wheel Base coupes, and Lussos and Tour de France race cars and even some things that were always covered up in the back of the garage. Mr. Chinetti's private collection, with the unspoken DO NOT TOUCH!! I started to lift the corner of the cotton tarp once only to find Mr. Chinetti looking out his office window with a scowl that could turn you to a pillar of salt. Never again.

One of my favorites was the 246 Dino, the voluptuous curvy one before all of the angular edges. The early 206 GT cars were largely aluminum and very swoopy. Later, the 246 cars were steel bodied, but the shape got even more sensual. They were 2.4 litres, 6-cylinders, very light and small like the Barchetta. They handled like a go-kart and were meant to compete with Porsches cheaper 911s for the affection of the businessman/enthusiast who couldn't afford a "real" 12-cylinder Ferrari. They sure screamed "racing" to me and it

was even more gratifying to have driven the car when I found out later that they were a tribute to Mr. Ferrari's son, Dino, who had been involved in the engine design for the 6 cylinder formula race cars before his death at a very early age.

Even if all I was allowed to do was move them across the lot I was in car heaven.

But it got better.

As the summer moved on I got to assist Frederico, Paulo, and Hector the mechanics, as they worked. Admittedly, it was little more than a tool gopher, but I learned how the cars were put together--with rusty metal-- and I picked up some new Italian words along the way. Not the kind I would share with Father McLean, but the kind that would bring smiles to the faces of Paulo, Frederico and Hector when I mimicked them trying to balance the 6 sets of Webber carbs on a GTB.

I graduated to doing cleanup and detailing work on the cars and I also began to do pickup and delivery. Whoa momma! I even learned how to double clutch and downshift my VW. For the first few weeks it was just customer pickup and delivery, but eventually I got to help ferry the cars out to Greenwich from the docks in New York City. You just can't believe the looks you could get tearing along the New York Thruway in a screaming Ferrari. It made my palms sweat and the sound would make the hair on the back of my neck stand up straight!

I often practiced my explanation to New York's finest, "Honest officer, This is my first trip, I was just trying to keep up with those crazy Italians ahead of me!"

The only admonition after they had enough confidence to allow me to transport customer cars was if I so much as scratched the paint I was to supplicate myself and prepare for one of Mr. Chinetti's tongue lashings and leave the grounds forever. There was no second chance. I figured I would be sending Chinetti Motors money every week for most of my life to pay off any damages.

As it turned out, I was also the guy that took the payments for the cars from the dealership to the Banc of Italy in downtown NY City. My delivery car was a Matra D-jet.

But it got even better.

I eventually got to meet Luigi Chinetti and his son Coco. It wasn't until much later that I learned about Mr. Chinetti's history as a Le Mans winner and his relationship with Enzo Ferrari. In retrospect I came to appreciate that I was getting most of my important knowledge from *Road & Track*, which obviously played a major role in my automotive tastes and interests. During that time Chenitti was involved with the Newman/Haas racing team. Unfortunately, I never really knew much about that or got invited to attend any of the races with the mechanics. Racing budgets were tight and I had no real skills to offer.

Even so, it got better.

Working around Ferraris meant that I got to be around some famous people. Not only did I get to meet Wilson Pickett whose version of *Mustang Sally* still brings back vibrant memories of that summer. But if you're a serious jazz fan as I am now, nirvana was meeting and talking to the late Miles Davis. It seems only fitting that the world's best trumpeter would have a passion for Ferraris. He was as elegant and intense as any of the prancing horse models.

By the end of the summer I was asked to take a 275GTB from Greenwich, Connecticut to Glen Cove, Long Island for a movie being filmed there. The movie was **A New Leaf**, starring Walter Matthau and Elaine May. Not only did I get to drive the car in a couple of the scenes, but I also got to play the part of a dead body which, sadly, ended up on the cutting room floor. Ironically, the GTB was returned from the movie set a couple of weeks later--on a trailer--in pieces. Apparently a couple of stunt men on the movie crew decided, after an Italian dinner and a bottle or three of Chianti, to take the car out for a spin around Glen Cove at racing speeds. They had apparently felt compelled to replicate the infamous scenes from *Rendezvous*. There wasn't much left of the car. I don't know who ultimately paid for it. But it should come as no surprise that Chinetti was a very shrewd, intimidating and mercurial businessman. He would call

up his Italian heritage with great gusto and animation to make a point when it was needed. When someone rolls his Ferrari up in a ball, someone has to pay. And it ain't going to be Chinetti.

With summer ending it was time to head back to school. In the last couple of weeks, it still wasn't over.

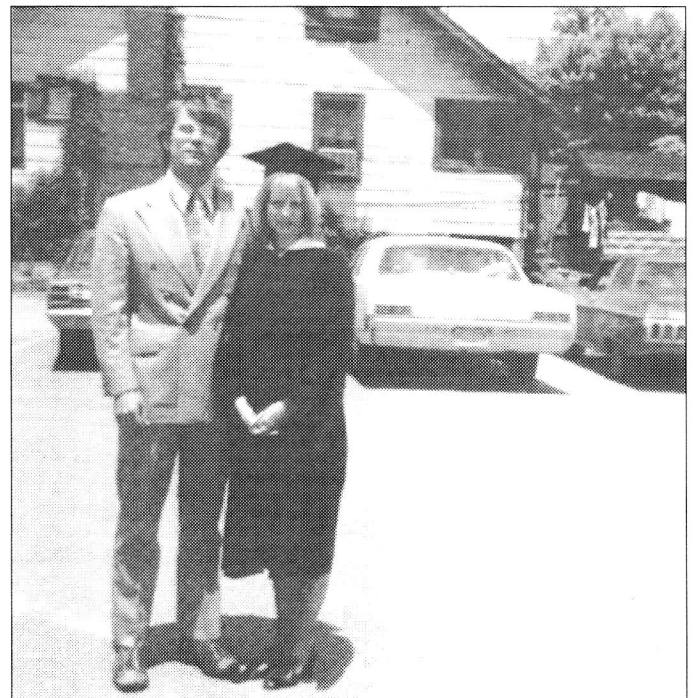
To cap off the summer I was given the keys to a brand new silver Daytona coupe as well as a production NART Spyder version and a "streetable" LM for a quick blast up the NY Thruway. At low speeds the steering was heavy on the Daytonas, with those long front noses, but once you got going they were light and extraordinarily solid... and they went like the hammers of hell. The 250 LM was not much more than thinly disguised hard-ass race car off the 250 GTO chassis but with a 275 engine and little or no sound deadening. The shriek of that engine in the driver's compartment actually hurt your ears when you pushed hard on the accelerator. It was glorious. It still gives me goose bumps.

At summer's

end, as I was leaving for school, I traded my trusty VW and a lot of my summer's income including my Paramount Studios income for an Alfa Romeo Guilletta Spider that had been owned by one of the mechanics. That was as close as I could come to having any of those incredible cars I had spent the summer with. It was nimble and had a sweet gear box and leaned into the corners and was soooo Italian ... which meant it leaked and required regular attention. But I just knew it would help with my chick back at school. The lovely Linda with golden hair. She still gives me goose bumps too.

But the Alfa, and how I came to love Porsches are stories for another time.

Len



.....And Then

a spin.....by Brad Richards

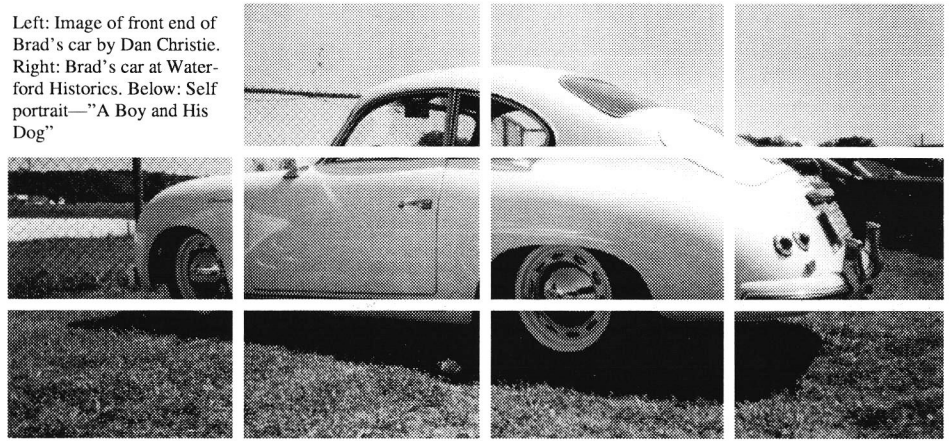
The garage door is old and creaky. It swings open with a loud hollow whine. The smell is always the same, wooden with a slight hint of gasoline. It smells good to me. This time of day the sunlight burns through the ancient glass block and lands right on the flannel car cover. It looks as though there is a halo of light protecting the car. It glows in that deep yellow orange of a late summer evening. The slippery surface of the car and the soft flannel inside of the cover makes the removal a pleasure in itself. Once the cover is put away I stand back to look at the car. Its surfaces are hypnotic. The entire body is created from the front fender and appears to be under tension. In contrast to this analogy I can also describe it as a stone that has been softly shaped by decades of polishing on the shore of a sandy beach forming it into a beautifully proportioned little vessel. My favorite part is the bent windshield. My father says, "it just looks neat" and that is probably the most economic way to describe the body of a 356. Opening the door you are struck by the feel of quality. The handle feels solid and the action of the button mechanism also exudes this feeling of robust precision. With a "thunk" the door swings open on its strong hinges. You smell the interior now. The Continental insides are made of naugahyde, rubber and wool. These odors mingle with the rest of the garage atmosphere and this breeds anticipation. I reach in and pull the latch to the engine lid. It pops up and I lift it into place. The motor

is clean and appears pretty much like new. Looking at it closely might reveal the hundreds of hours and dollars I have spent on its make-over. All well worth it I decide in my head. It is now time to start it up. I am now in the driver's seat. From the interior looking out you feel like you are in an old airplane due to the bent windscreen. In fact the start up procedure is a bit involved like an airplane which bumps up the "neato meter" a few notches. Reaching under the dash I grab the metal handle that operates the fuel petcock and turn it down, check. Then, as my hand glides by the gear selector, I make sure it is in neutral, check. Now I prime the carbs, two pumps, check. With the carbs primed and my hands on both the key switch and the starter button, check. I depress the throttle half way, check. Turn the key, check. And finally, I press the starter button on the right side of the instrument panel. The little motor kicks to life and settles down into a strong idle. After a couple minutes of this (I have my seat belt and my sunglasses on standby), I release the parking break pushing in the clutch and ask the gear selector for reverse. Pushing down and over, the selector finds its target - clunk. I gently back the car out onto the driveway and place it in neutral. I jump out and close the engine lid and the door to the garage. Now for the co-pilot. I signal him with an "O.K.!" and before I can finish he's in the co-pilot's seat all attentive and happy as can be. My

permanent co-pilot, wingman, sidekick, compadre and best buddy is Bean. Bean is a three and a half year old German Short-haired Pointer and he is about the best co-pilot you could ask for. I mean, he will go anywhere at anytime. He travels for water and dog biscuits, never complains about anything and never runs out of energy. He smells good (most of the time) and, like me, loves the road. We back away from the garage and drift into the street. Which way? The sun is a few hours from setting. Its rays are shooting down and reflecting off the street turning it gold and brown. The stray beams of light are ricocheting off the green trees and everything else. It's a nice painting to drive through so we head west. At the end of Verona Circle, we turn left and we are on course. The steering wheel is bone thin, about the diameter of a quarter and vast in its sweep. It is extremely light to the touch, requiring very little effort to turn. This is one of the most rewarding things about driving a 356. A properly dialed in steering box is heaven. I can remember reading old racing stories and the author would say the race driver was "sawing away at the wheel" and this, I have found, is exactly right. At speed it becomes fun. At serious speed it becomes exciting. At serious speed through twists and bends it becomes an art form. You guide the car not by turning the wheel, but by balancing the car's entire suspension and mass with this thin round handle. At any rate we are now going up through the gears and generating engine noises to

match. As we zip through the blocks civilians are noticing the funny little car and most smile regardless of political subscription. Ah, the magic of great aesthetics. Bean has his head out the window and his ears flap back and forth like two small brown flags. The air is warm and fresh. We make it out to a main road and hi-tail it to a two laner I like to drive from time to time. It is smooth and the bends are on camber. The speed limit is reasonable and the threat of civilian interaction is low. The tub is warm and behaving great. Reflections of trees and sun spots are running up along the fender tops and seem to animate the entire car. Approaching a medium bend I snick the gear selector from third into second using a method of double clutching that a good friend of mine taught me. This ensures proper engine speed for an ultra smooth downshift. Now applying power, the little motor acts twice its size and pulls me right around as if I were driving in a giant slot car. Just amazing. The only tricky part is holding on to Bean's collar so he does not fly out of the window. We are both all smiles and slobber. Within a mile I cannot remember any of my problems and I realize that

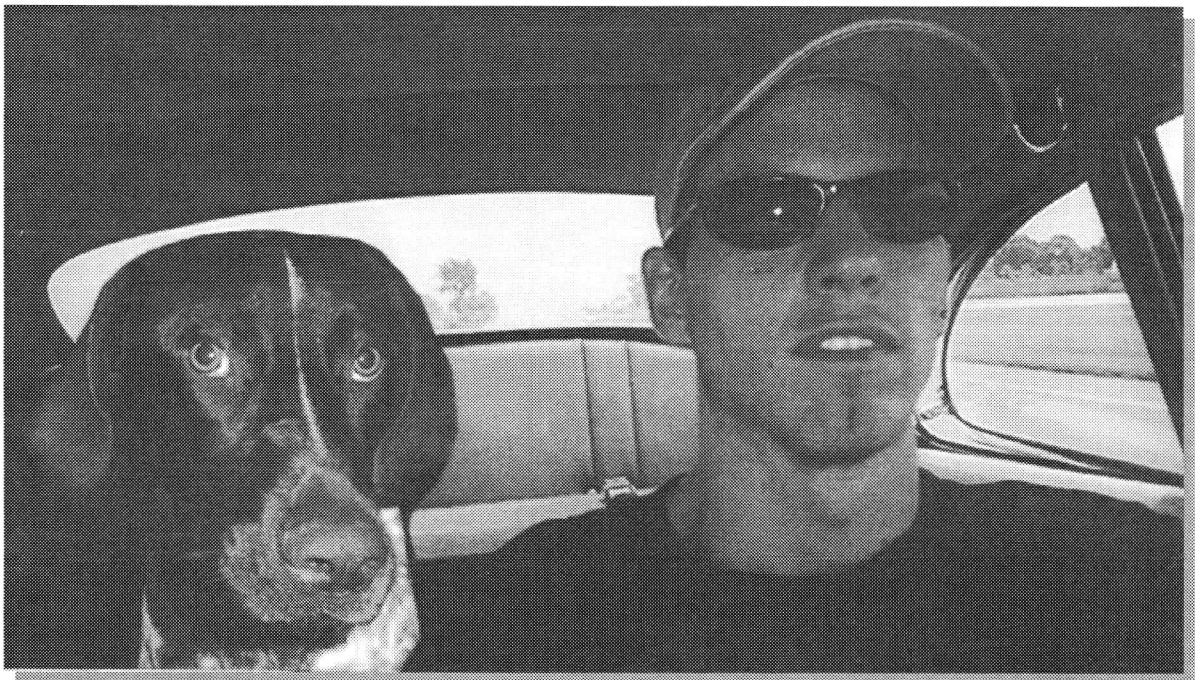
Left: Image of front end of Brad's car by Dan Christie. Right: Brad's car at Waterford Historics. Below: Self portrait—"A Boy and His Dog"



I have been transported to a good place. Everything seems correct and uncomplicated. Driving the Continental through this glorious sunset with Bean hanging half out of the window, his slobber makes pin-stripes across the upper door surfaces and down to the rear fender. The car wears these like racing stripes. I laugh out loud and he looks at me like he knows how happy this makes me. The outer world does not penetrate our intimate little cabin. Here comes another series of corners. I downshift again, forth to third this time, using the same method as before. Click, grab collar, throttle, smile. Click, grab collar, throttle, smile. Time is

locked up somewhere. The sunset keeps exploding in our bent wind-screen and here comes another set of corners. Bean looks over at me and smiles.

I would like to thank the entire local 356 crew for its hospitality, knowledge and spirit. The recreation of my Continental would not have happened if not for the efforts off a few irreplaceable people: Ted and Lanita Dunham, Richard and Lesley Hinson, Vic and Barbara Skirmants, John Denyer, Sebastian Gaeta, Neil Goldberg and Dan Christie. I also would like to thank my wife Gabby for her never ending support during both the hunt and the resurrection.



Classic Car Restoration Classes

Washtenaw Community College

734-973-3543— www.wccnet.org

Welding and metal fabrication for automotive restoration

This workshop is designed just for you ... the automotive restoration hobbyist. You will be presented the **basic** principles of welding, cutting, joining, and metal shrinking and stretching. Emphasis will be placed on working with thin metal, primarily sheet metal. Get hands-on oxyacetylene, TIG welding, and MIG welding experience in WCC's state of the art welding lab. You will also learn how to cut out corrosion, fabricate simple patch panels, and several methods for grafting patch panels to the original automotive body.

ABR 4002 01

CRN:13773

6 Sessions, Friday, Saturday and Sunday, Feb 9 - Feb 11 and Friday, Saturday, and Sunday, Feb 16 - Feb 18
Fridays 1:00 p.m. to 8:00 p.m.
Saturdays 9:00 a.m. to 4:00 p.m.
Sundays 10:00 a.m. to 4:00 p.m.
Instructor: Staff
Fee:\$450

Painting a classic or special interest automobile

This workshop is designed just for you ... the automotive restoration hobbyist. Learn about and practice preparing surfaces for paint, paint application, and how to repair chips and scratches in this workshop. You will learn about paint materials and safety. Work in WCC's top notch automotive paint lab. You will also learn the basic history of automotive paint materials, their uses, and strengths and weaknesses.

ABR 4001 01

CRN: 13772

6 Sessions Friday, Saturday, and Sunday, Feb 23 - Feb 25 and Friday, Saturday &, Sunday, Mar 2 - March 4
Fridays 1:00 p.m. to 8:00 p.m. Saturdays 9:00 a.m. to 4:00 p.m. Sundays 10:00 a.m. to 4:00 p.m.
Instructor: Staff
Fee:\$450

Introduction to auto restoration

You will receive an introduction and overview of the automobile restoration process. We will discuss topics from technical to philosophical. You will learn how to organize and manage the project; how to segment and stage the process into do-it-yourself

and sub-contracted tasks; how to research and network for information, sources and services, and about the automotive resources available at Washtenaw Community College. You will also learn to avoid making many common and costly mistakes that frustrate the beginner and hobbyist with limited experience.

ABR 4000 01

CRN: 13770

3 Sessions: Mar 9 - Mar 11
Friday 6:30 p.m. to 9:00 p.m.
Saturday 9:00 a.m. to 4:00 p.m.
Sunday 9:00 a.m. to 1:30 p.m.
Instructor: Staff
Fee: \$140

Inspection Clinic

Are you taking your classic or special interest automobile out of storage? Sign up for this Clinic and bring it to WCC's Auto Service facility. An instructor will put it on a hoist and review its condition with you, instruct you on maintenance, and introduce our new Automobile Restoration Program for about an hour. You are invited to perform light maintenance and clean the chassis if you bring supplies.

ABR 4004 01

CRN: 13771

1 Session: Either Monday, Tuesday, Wednesday, Thursday, or Friday, Apr 23 - Apr 27, 1:00 p.m. to 4:00 p.m.
Instructor: Staff
Fee: \$75

BLOCK'S BOOKS Holiday Specials

Authenticity Revision 3	20
356 Registry Technical and Restoration Guide	18
Driving in it's Finest Form (Conradt)	45
356 Porsche Defined (Johnson)	25
Porsche 356 & RS Spyders (Maltby) soft	20
Automobile Year #48 (98-99)	45
Porsche Speedster, Thiriar (English)	40
Porsche: 4 Cam, 4Cyl Sports & Racing Cars	15
Battle for the Beetle, Ludvigson	32

The Fanatics Choice

356 A thru T-6 Electrics	70
Porsche Racing Cars, Oursler	32
Porsche in Motorsport, Morgan	40
2001 New/Old 356 Calendar	15
Buying, Driving and Enjoying your 356	20
Porsche Racing Milestones, Thomas	32

Block's Books
423 Hawk High Hill
Metamora, MI 48455
810-678-3017 **e-mail blocklab@aol.com**

MC / VISA accepted via PAYPAL

The Ding Removers, Inc.

207 W. Ann Arbor Trail Plymouth, MI 48170

We remove parking lot, shopping cart & hail storm dings,
etc. **WITHOUT** body work or paint work.

ASK FOR BOB (BASHAWATY) (734) 459-8510

GERALD F. VANVLIET

ATTORNEY AND COUNSELOR
TAX AND BUSINESS LAW
WILLS AND TRUSTS
ESTATE PLANNING

CONTACT GERALD AT:

BANNON & ASSOCIATES

700 EAST MAPLE, SUITE 200
BIRMINGHAM, MI 48009

V(248) 645-5585

F(248) 645-6969

Roland *AUTOMOTIVE* – Doing Porsches since 1963

- Show winning restorations
- Home of the PORSCHROD
- Rust repair experts
- Race cars



We will take your car from rusty wreck to any stage of completion you want-
Rust repaired to factory specs – finished and primed – painted
Assembled, ready to show drive, race
call **Ron Roland - 810-749-9804**

MOTOR CITIES GRUPPE
4070 BROOKVIEW COURT
ANN ARBOR, MI 48108

AUSPUFF ROAR

Putting the Assurance back in Insurance.



www.hagerty.com



Free quotes. 800.922.4050