

Auspuff Roar

A black and white photograph of a Volkswagen Beetle parked in a snowy landscape. The car is in the foreground, facing away from the camera, with its license plate reading 'JT-60-08'. Behind the car is a large, dark, leafless tree that dominates the center of the frame. In the background, there is a large, multi-story building with a gabled roof and a smaller building to the right. The ground is covered in snow, and the sky is overcast.

February/March 2005

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Please send membership dues or change of address to:

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3359 Kings Mill Road
North Branch, MI 48461.

Please send materials to be published or advertising copy to:

Dick Beecher
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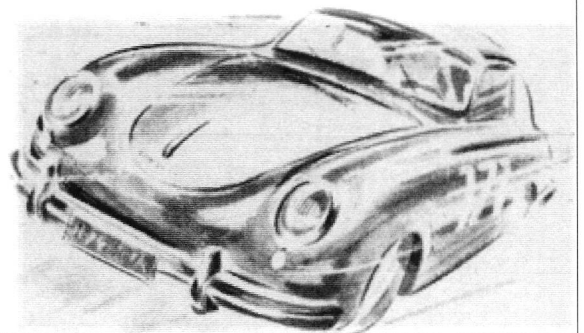
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PRESIDENT'S LETTER



First issue of the year – with lots of things to talk about, lots of things planned and lots of things to do!!

Let's begin with the people. Two new Trustees, Tom Hudson and Heath Hurlbert, were elected last November. As we welcome them to the Board, we should, at the same time, thank outgoing Trustees Dan Christie and Dennis Denyer for their service in helping to guide the club over this past difficult year. Tom and Heath join second year Trustees Mike Heilmann, Bill Rohrer and Barbara Skirmants to make up the leadership team for 2005. A great crew to take us forward!

Without a doubt, the greatest impact on the 356 Motor Cities Gruppe in 2004 was the untimely passing of our friend, Gottfried Hogh. In addition to being an active participant at all of our events, Gottfried was also our resident photographer, art director for Auspuff Roar, and web master. And he did all of those things extremely well. But that does not really describe Gottfried or how much he so quickly became a part of the overall fabric of the club. He was also the consummate gentleman, with a ready smile and an unbridled willingness to offer himself to other people. And it's that memory that we carry of Gottfried within the Motor Cities Gruppe. A little sidebar story captures for me the essence of Gottfried:

Gottfried came to my home in Royal Oak to shoot a series of photographs for one of Brad Richards' "Zen of Neato" design articles we often featured in the Auspuff Roar. He was here most of the day, also taking photos of the car at speed with some of the old houses of the neighborhood in the background. The design study photos were shot in the parking lot of the church across the street, which also runs a pre-school, and we were sharing the parking lot with these kids playing those most important pre-school games. Gottfried, in typical Gottfried-fashion, queried as to whether we could take a short time-out. He then asked for permission of the pre-school teachers, gathered the kids together, and loaded them into his red C cabriolet. Amid giggles and screams of "Me too, me too!", he proceeded to shoot at least twenty or thirty pictures of smiling four year-olds overflowing the car. It was very hard to tell who was having the most fun – the children all packed into this beautiful red convertible or Gottfried!! It was a fine day for all – and one of my nicest memories of a dear friend.

In memory of Gottfried, the Motor Cities Gruppe has donated \$1,000 to the Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College (Gottfried's parents). If you desire to personally contribute, make out your check to 'Albion College', noting the

above Scholarship Fund and send to Gottfried's sister, Mrs. Inge Baumgartner, 411 Darrow Street, Albion, Michigan 49224.

To help fill these shoes, three of our members have offered to assist with some of the club's behind the scene activities. Dick Beecher volunteered to be Auspuff Roar Editor, assisting Sebastian Gaeta in the publishing our four-star publication. Tom Hudson stepped up to the plate and will be our new Web Master, and is already busy working on the web site. And Dan Christie, who also has a fantastic artistic eye, will be working with both Sebastian and Tom as our Art Director.

"One of the items up for discussion...is the feasibility of the Motor Cities Gruppe hosting a 356 Registry East Coast Holiday in either 2006 or 2007."

As you can see a few pages further in, the Trustees have already blocked out the key activities for the coming year, nicely spacing our events with other national and regional events. Although we have identified hosts for most events, we still need others to pitch in and assist them planning and execution. It's a wonderful way to get to know the other tub owners better, while making a fine contribution to the club. Pick up the phone and give any one of us a call.

Do you remember 'back when', when we used to have bi-monthly evening meetings at a local restaurant? They were quite successful for a while. But over time, attendance dwindled to just a few folks, so a little over a year ago we cancelled them. Well, they are back – but with a slight twist. Given that so many people show up at Neil's for Breakfast Club on Saturday mornings, one of the Trustees came up with the brilliant idea of resurrecting the meetings on a Saturday right after Breakfast Club. They will be conducted at Logan's Steak House in Troy, starting February 12th, and every two thereafter. Check the section in the newsletter providing location, directions and subsequent dates on page 5.

One of the items up for discussion at the bi-monthly meeting (and yes, we will conduct business worthy of your attendance), is the feasibility of the Motor Cities Gruppe hosting a 356 Registry East Coast Holiday in either 2006 or 2007. Pros and cons, as well as possible locations and venues, have been tossed out on the table. So, ponder on it a bit, and bring your ideas and thoughts to the meeting on February 12th.

And lastly, check the Events Calendar on page 6 for the Winter Blues Dinner in March. See you there,

DAVE PETERSON

EDITOR'S LETTER



It is with some reluctance and concern that by writing this letter I am accepting the job as editor of The Auspuff. There is no question that our publication is probably among the best of all the Registry's regions. I don't think that most of us realize the work it takes to produce a newsletter of this quality. I don't think that "newsletter" does it justice, it's a pretty darn good magazine. So you can imagine my anxiety to follow the efforts of Sebastian and Gottfried.

I was asked by the Board to be Sebastian's "helper", follow up on articles, get events covered, etc., which I accepted, however in the last Auspuff issue Sebastian immediately promoted me to Editor. I will do my best however because I know that I'll have Sebastian's help with the really tough part of putting it all together. So I will be leaning on a lot of you to cover events, write articles, provide photos and generally do most of the work. After all I am the Editor in Chief. Please send any article or comments to me for input to The Auspuff. My e-mail is beech356@chartermi.net. Or mail to 2487 Misty Lane, Davison, Mi. 48423. As I accept the position I

"I was asked by the Board to be Sebastian's 'helper'...however in the last Auspuff Sebastian immediately promoted me to Editor."

must advise that I will be going on vacation for the months of February and March to contemplate my new position. We had our annual Holiday party December 5th at Baker's in Milford. 70 Gruppe members, spouses, and Guests attended. The count was down somewhat from previous years. Please advise a board member if you have any input concerning the party or any of our events. The Auction was held within our time schedule so we could have some social time before and after dinner. It seems to work well as comments regarding the lengthy auctions in past parties caused us to implement the silent auction and limit the live auction time. Our revenues were down somewhat this year. We did however raise \$2200 for our treasury. The auction helps cover the cost of producing The Auspuff and our website. We appreciate

members who are so generous with their contributions of items for the auction Thanks also for the spirited and magnanimous bidding. You may note that there is no article in this issue of the Holiday party. Last year we took our camera and took a number of pictures and noted that there were others also taking shots of the festivities. Of course there was Gottfried getting some really good pictures that ended up in The Auspuff to record the event. At the end of the evening this year, as we were getting ready to leave we realized that we had left our camera home and someone else advised that they had done the same. It

was ironic that no photographs were taken that evening.. Maybe it was another kind of moment of silence, as we had earlier for Gottfried.

DICK

For Sale

1958 Porsche 356 Convertible "D", Serial Number 85647. (sold and titled in USA in 1959) Mileage when purchased: 127,115, Mileage now: 131,600 Signal Red exterior, tan vinyl interior, tan canvas top, tan tonneau cover, tan floor rubber floor mat, also German square weave carpet mat. Engine and transmission enhancements and services performed by 356 Enterprises, Vic Skirmants of North Branch, MI Phone: (810) 699 2059; Email: skirmants@direcway.com Other enhancements and services performed by Gmund Werks West, Ted Dunham, Milford, MI (810) 225 6126 and Peter Stuyck (248) 865 9905. Sale of vehicle "as is" and will include a modest assortment of spare parts as "discovered". Sale is contingent on being able to repurchase the vehicle on a "first rights of refusal" basis. Vehicle is currently insured by Hagerty Classic Insurance (coverage provided by CNA Continental Insurance Co.) (800) 922 4050 John V. Pampu. They provide superb "stated value" coverage allowing owner to use the vehicle without restrictions. Reasonable rates and highly recommended. Price: \$52,500.00 Seller: Richard A. Hinson 30355 Oakview Way Bingham Farms, MI 48025 Phone: (248) 594 4460 Fax (248) 594 4461 Email: richardhinson1@mac.com



Motor Cities Gruppe Social Luncheons

In the past The Gruppe had all members dinner meetings. In the time prior to the 98 West Coast Holiday these meetings were well attended. Over time the location was changed a couple of times for various reasons and attendance gradually decreased to a point where they were cancelled due to a lack of interest. It was recognized that work schedules and evening winter travel made it difficult for many to attend during the week.

In light of the fact that many of the Board members attend the informal Saturday morning get togethers at Neil's, their meetings are being held bi-monthly at Stuart Tool. Thanks to Neil Goldberg for his hospitality.

As many Gruppe members also attend the Saturday morning "Breakfast Club" the Board has scheduled general membership Luncheons on Saturdays, the days of the Board meetings. The luncheons are open to all members and will be held at Logan's Roadhouse. **Logan's is located on 14 Mile road in front of the Oakland Mall.** We encourage all to attend. We are discussing the possibility of doing another East Coast Holiday in 2007 as well as future activity plans. The input of all members will be welcomed.

2005 Membership Luncheon Schedule

February 12, 2005 Saturday 12 noon

April 2, 2005 Saturday 12 noon

June 4, 2005 Saturday 12 noon

August 6, 2005 Saturday 12 noon

October 1, 2005 Saturday 12 noon

December 3, 2005 Saturday 12 noon



Midwest Toy and Literature Meet is back to Stoddard Swap Weekend

The Midwest Toy and Literature Meet is back to Cleveland the night before the Stoddard Meet. According to Myron Vernis, the Toy and Lit meet chairperson, Stoddard has pledged 100% commitment to rebuilding their swap to the status it once had, so bringing the Toy and Lit meet was a natural thing to do.

Stoddard has chosen the dates to be June 17 and 18, 2005. Look for more info in upcoming issues of Auspuff Roar.

The Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College

In memory of Gottfried, the Motor Cities Gruppe has donated \$1,000 to the Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College (Gottfried's parents).

If you desire to personally contribute, make out your check to "Albion College", noting the above Scholarship Fund and send to Gottfried's sister, Mrs. Inge Baumgartner, 411 Darrow Street, Albion, Michigan 49224.

Gruppe Board Minutes

Motor Cities Gruppe Board meeting Jan. 8 , 2005

The first Gruppe Board meeting of 2005 was held at Stuart Tool at 9:30 AM. In Attendance Dennis Denyer , David Peterson, Barbara Skirmants, Heath Hurlbert Michael Heilmann, Tom Hudson, Gerald Van Vliet, Lanita Dunham, Dick Beecher.

Financial A treasurers report was provided by Gerald Van Vliet

Membership Barbara Skirmants advised that we now have 163 members. There are some however who still owe dues to renew for 2005.

Officer Selection Dennis Denyer was thanked for his service as President for the last two years, The Board Selected David Peterson as President and Barbara as Vice President.

Website Tom Hudson and Dan Christie.

Board appointed officers Treasurer: Gerald Van Vliet, Secretary: Lanita Dunham. Auspuff Editor: Dick Beecher

Elected Board Members Tom Hudson, Heath Hurlburt, Michael Heilmann, Bill Rohrer, Barbara Skirmants.

The Board voted to make a contribution of \$1000 to the Albion College Scholarship fund in memory of Gottfried Hogh. Others

may also send contributions. See page 5 for details.

Holiday Party A discussion indicated that this year's party was a success, however a more convenient location should be considered. Michael Heilmann will look for other possible venues. It was noted that the Auction revenues were down somewhat from previous years. Many members should be thanked for their generous contributions to the Auction.

2005 Events A preliminary 2005 event schedule was discussed and established. New ideas are needed and we will encourage the membership to participate.

Website Review Tom Hudson and Dan Christie now have the necessary information to go ahead with our website production.

2006 East Coast Holiday A discussion was held regarding the Motor Cities Gruppe put on the 2006 Holiday. It was agreed that 2006 may be too soon and we should actively consider for 2007. A committee will be established in the future explore the issue.

MOTOR CITIES GRUPPE 2005 CALENDAR

FEBRUARY	12th Board meeting, Stuart Tool. Lunch Following.
MARCH	6th Winter Blues Dinner See page 13 for details.
APRIL	2nd Board meeting Stuart Tool. Lunch Following. 7th—10th Gulf Coast Holiday Boerne, Texas.
MAY	TBD SPRING GARAGE TOUR AND RUN See next Auspuff for details.
JUNE	4th Board Meeting, Stuart Tool. Lunch Following. 17th—18th Midwest Toy and Literature Meet/Stoddard Swap Meet. TBD Progressive Dinner. See next Auspuff for details.
AUGUST	6th Board Meeting Stuart Tool. Lunch following. 7th Summer Picnic Skirmants' Twin Oaks.
SEPTEMBER	8—10 East Coast Holiday Danville Virginia. 18th Drive your Porsche Day English Inn, Near Lansing. Shared event with SEM, PCA.
OCTOBER	1ST Board Meeting Stuart Tool. Lunch Following. TBD Fall Color Tour, Put In Bay, Ohio. Hosted by Gerald VanVliet.
DECEMBER	3rd Board Meeting Stuart Tool, Lunch Following. 4th [Tentative] Christmas Party. Details to follow.

LOOKING BACK

By Michael Heilmann

Dan Christie's Pre-A will be turning fifty this year. Our beloved bathtubs are soaring in price and unrestorable "parts" cars are now being sent to Ohio for \$25,000 paint jobs. Our admiration for Ferry's Heritage may blind us to the fact that the 356 were once an every day driver. I recall a college classmate at the University of California SC who had an old Ruby Rust roadster that had a shredded top held together with duct tape. He dared not to put the top down, lest the car fold in half. Porsche 356 was once the backbone of the Porsche Club of America. This was in the days before the Club was taken over by Carbon Fiber and gold chains. Porsche Panorama was filled with helpful hints from Heloise or at least her Austrian cousin, Helga. I thought it might be fun to return to that era and page through a "new" Pano of that era. In doing so I am stuck by the resourcefulness of the owners. It is a trait that survives amongst our club today. In fact many of the articles hint of, well, dare we say it, "cheapness". These are the actual words from the Editor:

Dr. Gene Rideout writes: My '54 1500 came equipped with an oil breather cap that was packed with steel wool (?). After a short time rust began to run down to the crankcase. This was quickly stopped by removing the wool with a hemostat. January '56

1953 cars did not have the oil filter as original equipment. The Porsche dealer price for parts is about \$33 for a Fram unit, lines and fittings. A regular Framm filter is \$20.

Competition Engineering in Pewaukee, Wisc. tells us that the wheels of English Ford Prefect will fit Porsches or VW's. They warn that before paying the cold cash be sure that the tire tread does not touch the rear fender wells. Some Porsche owners may wish some advice from C.E. April 1956.

If you have a Porsche odometer without a tenths indicator, one easy (?) method to add this is as follows:

1. Remove speedometer from dash
2. Remove the mechanism from its case. It can be seen that the shaft which carries the indicator wheels for the nonresettable odometer makes one revolution per mile.
3. Obtain one indicator wheel. An old speedometer from a junk yard will suit. However any wheel of a similar diameter graduated into 10 equal spaces is satisfactory.

4. Have a machinist extend the non-rest table odometer shaft to accommodate the new wheel. Attach the new wheel and locate it so that it turns from 9 to 0 at the very same time the digit wheel indexes.

5. Cut a hole in the speedometer face opposite the wheel.

6. Reassemble the unit and install it in the dash. May '57

Friends if you can perform this trick, I've got a job for you and my cousin Vinnie breaking into banks.

Frank King of Points Claire Quebec reminds us that the first Porsche to be driven in winter was not a Cayenne.



Montreal of which Points Claire is a suburb is locally reputed to get more snow than any other large city in the world. We average around 120 inches per year. Temperatures range from a high of 10° above to a low of 10° below in January. I've run my Porsche through two winters, every day, standing out all day in the wind and no snow with no trouble of any kind. Except, through lack of use the choke wire stuck in the conduit when I needed it at 10° below. The shock absorbers will be very stiff for four or five minutes at 20° but they warm up quickly. I make a cover for the cooling intake. This is two pieces of window screening with a piece of aluminum foil between them. I sew the edges together and punch holes so that the area for air entry is one fifth normal. The cover is applied to the air intake screen with springs such as are used to fasten bug screens. Even this will not allow the oil to get above 140° when cruising at 60 mph; it runs colder at lower speeds. Under the worst of

conditions, freezing rains, the defroster will keep a small area in the center of each half of the windshield clear.

A mixture of salt and sand is used liberally here in the cities to melt ice on hills. This causes rapid rust damage to most American cars but there is no sign of it on the Porsche-the surface protectant is very effective. This remark does not apply to the chrome on the hubcaps-they rust up just like the cheapest Detroit stuff (Just wait Frank, the tin worm does turn).

As to driving technique, I have nothing to add to the usual warnings. The Porsche handles just as beautifully on slippery surfaces as on any other and my fear is that it will lead me into rash over confidence (are you listening Ted "Snowman" Dunham). I am always finding myself sailing past the rest of the traffic, which has slowed down for slick roads. I flick the accelerator to see how much it takes to start a slide. In our annual "dice on the ice" (now, there is an event we should plan) in a large parking lot, on the slipperiest of surfaces, I've gone faster and faster. Just had to wait until air resistance wore it down or it hit a snow bank.

In the way of extra equipment a shovel should be carried. The Porsche makes a dandy toboggan as soon as the snow is deep enough. A Porsche is harder to take a hold than a smooth mattress with no handles. Nothing to tie onto or push against unless you want to bend something. So- better shovel it out. Another thing-don't try to use cold tools in bare hands as say 10° below. Since you can't do anything with gloves, the only way is to warm up the tools, a cigarette lighter with lots of lighter fluid is handy. If you don't think this is rugged, try it out when you don't have to. November 12 1956

REPLACEMENT RUBBER

For average driving, but not racing the best bet in tires for your car are Sear Roebuck motorcycle tires. Only \$13.95 in most areas

BUG SCREEN

Tom Donaldson came up with this idea: Some aluminum foil, kitchen variety, smoothed across the front of the Porsche and taped down with masking tape makes an effective bug screen for your car and it saves elbow grease in trying to get it clean after a long trip. On Tom's Apple Green Coupe it looks like a million bucks.

HOW TO RADIO YOUR PORSCHE

Should I buy one of those German radios to go with my Porsche? Answer: No.

You need long wave and short wave on your car set like you

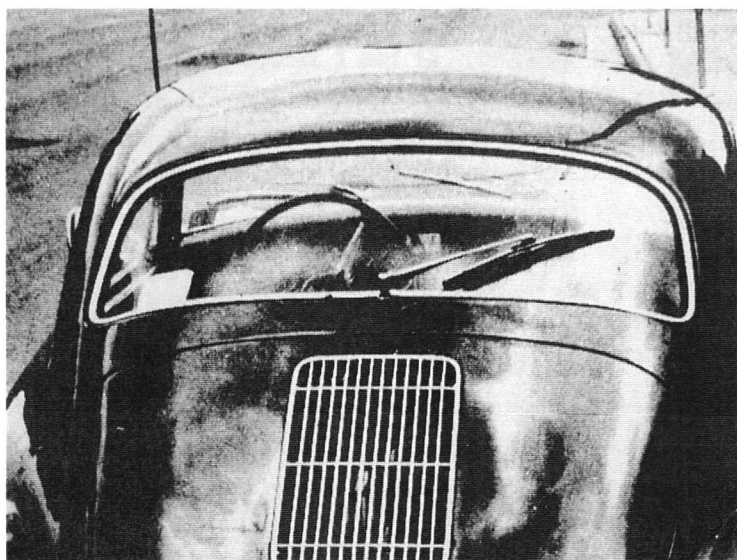
need a fifty pound can of mustache wax. In Europe there are things you can hear, but over here you will find them useless except for impressing people who don't know any better. Wait till you see the bill when you take one of those gadgets into an American shop. Radiomen get fidgety when they see all those hard to get German tubes staring them, particularly when their tube testers are helpless to test them, which they usually are.

The latest Motorola six volt sells for \$45 complete with five push buttons. I chose the VW model for my Convertible D and cut a hole in the dash right in front of the passenger seat with a "nibbler". I was able to cut the hole exactly as desired in a few minutes. (and it took Stoddard three months to weld it back up). The only speaker that fits the space is the Cletron 4" x 6" speaker buy one for economy. They are \$1.60 each. First cut out the oval holes for the speakers. Take a sharp knife, like a steak knife with a saw tooth edge and cut out the speakers. Connect the speaker and listen to the system you have installed.

March 1959

CORVAIR AIR CLEANERS

I would like to point out a problem associated with the use of Corvair air cleaners in place of the Porsche elements as described in past issues of Panorama. The overall surface area of the Corvair elements is much smaller than on the Porsche (who knew?). At higher rpm the smaller unit may be limiting in the amount of air available to the engine.



WHY NOT INSTALL A REAR WIPER

1 American Bosch windshield wiper motor Type WWA 6 C, Model 10 \$24.35. 1 Trico Wiper Arm, No A1 150 2.50. 1 Trico Wiper Blade, No RB 12 1.60. 1 Push Pull switch 1.60. 16 feet of No. 12 wire 1.35= \$31.40

Drill a 7/16-in hole through the body and straight through inner panel at 75 degrees, 7/16-in back of the rear window

seal at the middle of the base of the rear window... instructions for mounting the wiper motor come with it. March 1962.

VERSATILE CANOE CARRIER FOR 356B

Terry Sanders notes that he made a rack from aluminum extrusions. The forward end of the canoe is carried on suction cups and held in place with straps. The canoe overhangs the rear of the car by about 4 feet, so it is necessary to fly a red flag, although it usually not necessary when they see this contraption coming. Handling characteristics are generally unaffected when carrying the seventeen foot canoe, but is necessary to make the canoe slope forward to prevent the tendency toward becoming airborne at high speeds. This rig has been driven many miles at turnpike speeds with only puzzling looks from state troopers (and admiring looks from the windows of the Institute for the Criminally Insane). September 1966.



FRONT END TREATMENT

Here's a novel front end treatment for those of you who don't care for front bumpers. The guards are Triumph TR 3 rear overriders, part number 700913. The grommets to fit over the brackets are from the rear of an Austin Healy. W.H. Branhard Longhorn Region.

CLASSIFIEDS

1960 GT Coupe, No Motor, no hood, probably not suitable for restoration. Phone Bill Randle, Denver CO

1954 Speedster #80011 (that's right number 11) disassembled rolling chassis w/trans, brakes, doors fenders good, will not part out \$1500 or nearest offer. May deliver Larry Snover, Lansdale, PA

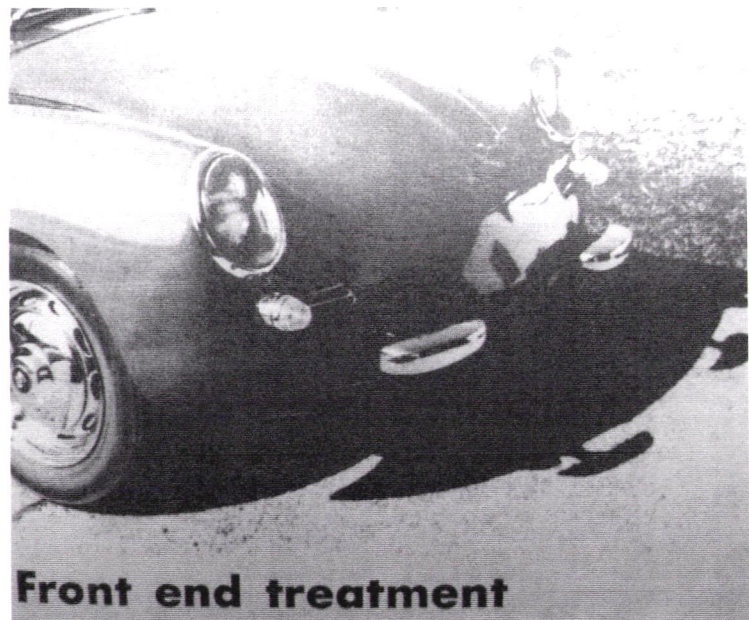
1951 cab doors \$75, roadster windshield frame \$50 Douglas Bok Monroe CT

1955 Continental #54173 72,000 miles, car is complete and original \$4900 Ray Hunt Pleasanton, CA

1600N engine #602010 minus fuel pump \$325 Ned Fellers, Flint, MI

Wanted Christo #9, have others to trade Chuck Stoddard, Willoughby, OH

No you can't go home again, but you can gaze back and admire that which still stirs the soul fifty years later. So put away your rare earth oil filters and look forward to the next fifty years when your grandchildren talk about that crazy little bathtub that once was part of the family.



GRUPPE TO WILLIAMSBURG

By Lanita Dunham
Photos by Dick and Shirley Gobba

Sept. 29th, 2004 saw a group of the “Gruppe” gather in Williamsburg, VA. for the 30th annual 356 Holiday, hosted for the second year by Jerry Keyser, along with 600 of so other 356 Porsche Registry members. What a great place to have this event. We were all housed at the Woodland Suites right outside of Colonial Williamsburg Village. Wednesday evening we were soon shuttled to one of the village taverns for a welcome party and samples of colonial foods.

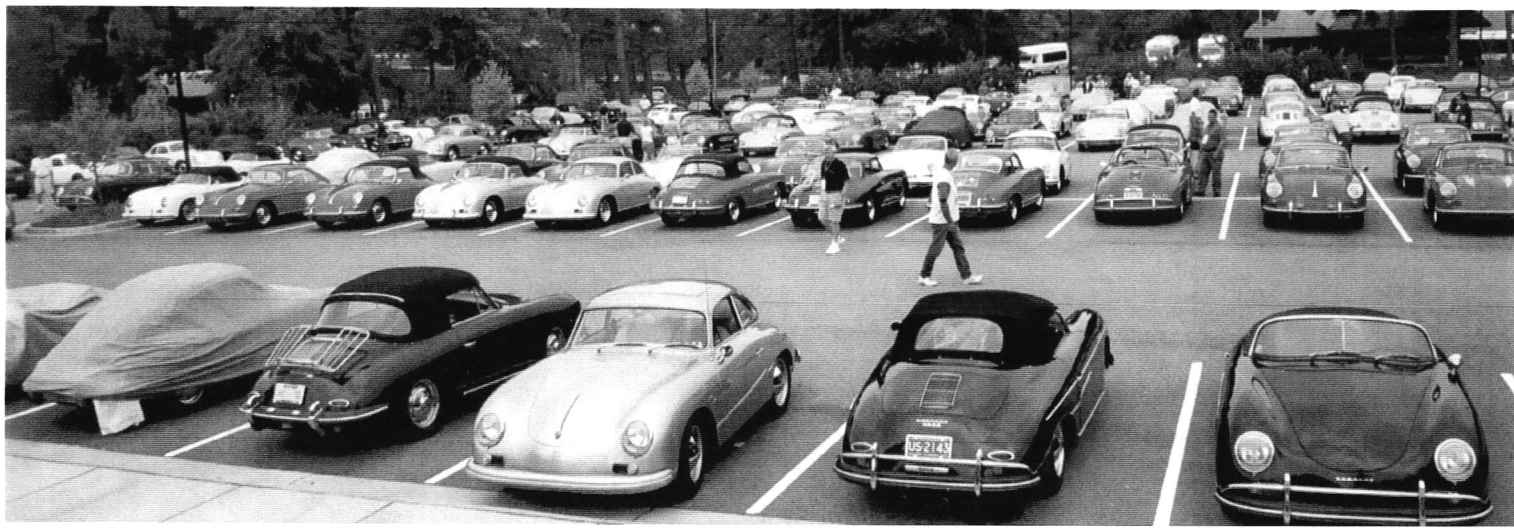
Thursday, we were off on a tour of historic Smithfield and the south side of the James River. Part of this tour included crossing the James River via The Jamestown ferry. Those that took this ride said it was wonderful. Many of us also were directed to take the Newport News Bridge for convenience sake. The highlight of Smithfield was a welcome reception at the Smithfield Inn and sampling their renowned “Smithfield ham on mini biscuits”. Yum!! A few of us “Mitten” members chose also to visit the Mariners Museum in Newport News. Awesome!! That night we were again off to another village tavern, the second of 5 in the village, (we got to 4 of them). Again, great tastes of colonial times, served by wait staff in authentic dress and language.

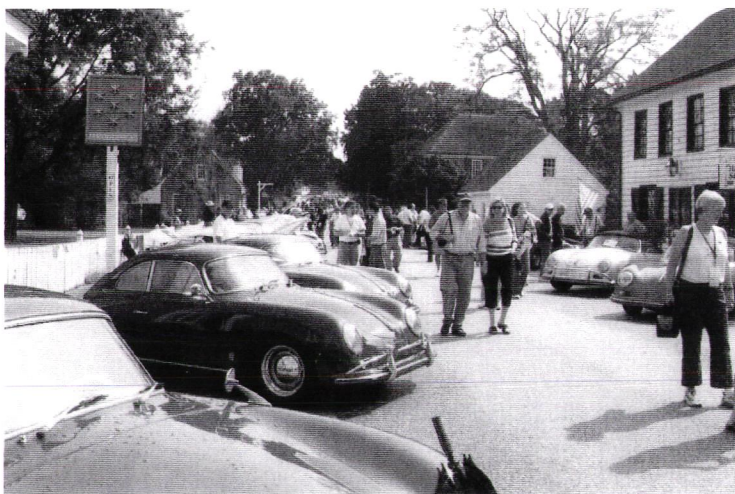
Friday’s plan was to visit several local plantations on a nice driving tour, leaving the Hotel on the Colonial Parkway, the goes underneath the old village. These historic family homes and farms are a wonderful source to visit our past as it once

was. Some of us also visited historic Jamestown settlement. This site is the first English settlement in the Americas, dating from 1607. Fortunately, the preservation society is excavating the site, finding millions of artifacts and pieces of those brave soul’s lives. It was extremely hard living and it is a wonder that any of them survived past the first few years. Of course we know many did not.

Again, that evening we visited yet another tavern for dinner. Now don’t get the idea that we spent our evenings drinking. We don’t care for beer, but the option to sample some local brew was available. Later we would gather in groups in the hospitality room and rewind our days adventures (the guys talked cars). There was also the Goody Store to visit, tech sessions and other events to entertain those not crawling under cars or gazing longingly at Porsche paint, leather and chrome. Of course many ladies took the opportunity to SHOP! Yes the stuff is different than we have at home!! And we have to take gifts home to the family!

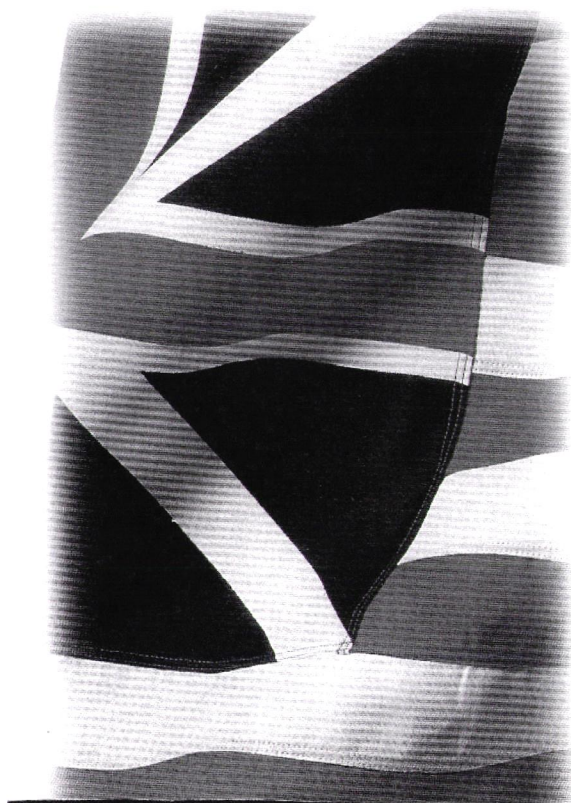
Saturday we drove the Colonial Parkway to Historic Yorktown for the Concours. All entrants were lined up along the narrow streets, in front of old homes and shops, and on the courthouse lawn, near the Yorktown Victory Monument with Lady Liberty atop. Now this could and should have been another wonderful day, but just after parking, the skies opened up and proceeded to drench all beneath it. Convertible tops were quickly put up, covers thrown over others and people did whatever they could to stay dry. Now that’s a dumb thing to say at a car show when everyone wants to be out looking





Colonial Williamsburg

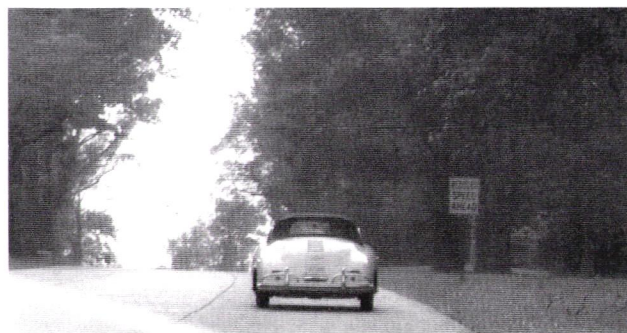
WILLIAMSBURG, VIRGINIA



at all the beautiful cars. Okay, so most all of us got wet in some way or another. But, the rain did finally move away and the sun came out to create a steamy afternoon and a damp lunch. We were pleased to see several of the Michigan Gruppe receive awards for their Porsches at the afternoon ceremony.

Did I mention that we visited another---no, no, the banquet was Saturday night at the Williamsburg Inn. A Very nice buffet dinner was available, and we were quite used to standing in lines to eat by then. The program was as brief as it could be and it was still a very pleasant evening with door prizes and speakers mixed together. This did keep everyone there and awake. Later on, the music started and some fancy feet hit the dance floor, but most 356 owners are talkers not dancers, so any wife who might have wished to dance could watch only.

Sunday morning, need I say "early", a swap meet grew from the parking lot and sleepy men carrying coffee cups staggered out to see what "treasures" were to be had. All too soon thought the fun was over and with many miles to drive, many beautiful Porsches filled to capacity with souvenirs, dirty wet clothes and smiles headed home. Goodbye for another year to annual Porsche friends and great travels.



STODDARD

IMPORTED CARS, INC.



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PREMIER
DEALER

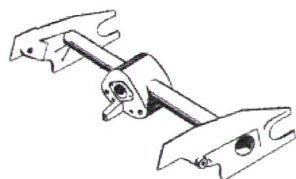
2003

Go to our newly updated website to place secure orders at

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Check Out Stoddard's NLA / NOS Parts Specials!

Prices good only while supplies last. Call toll-free or order on line!

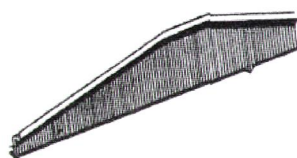


Rear axle cross support.

Fits Pre "A" 356

356-49-031

\$250

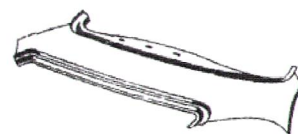


Right rear side member.

Fits Pre "A" 356

356-49-110

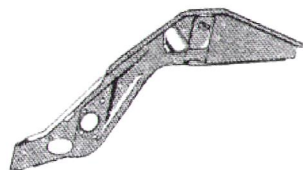
\$75



Cowl panel without heater nozzle. Fits Pre "A" 356

356-51-317

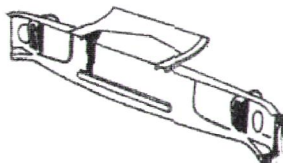
\$275



Right side member complete. Fits 356 C

644-501-016-07

\$250

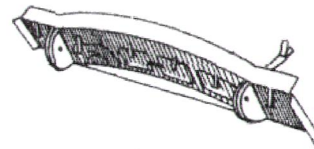


Interior panel rear of front trunk.

Fits 356BT6, 356C

644-502-015-06

\$75

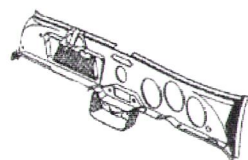


Interior panel rear of front trunk.

Fits 356A, 356BT5

644-502-015-20

\$175

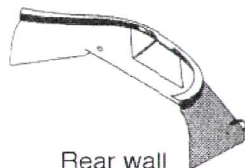


Dashboard with glove box cover.

Fits 356C

644-502-021-08

\$150

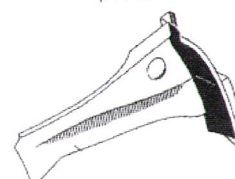


Rear wall.

Fits 356BT5 Coupe (Reutter)

644-502-083-05

\$175



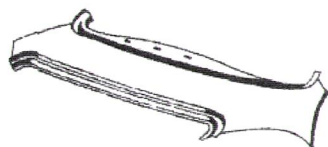
Wheel housing panel.

Fits 356A Cabriolet.

F61001>>150000

644-502-602-20

\$100

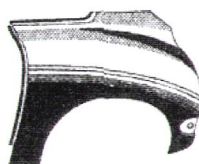


Cowl panel without heating nozzle.

Fits 356A Coupe & Cab.

644-503-017-00

\$100



Left rear _ panel.

Fits 356A Cabriolet.

644-503-601-21

\$275



Door glass frame complete with glass.

Fits 356BT6, 356C

644-542-005-26

\$175

Prices good only while supplies last.
Illustrations may not represent actual items.

356 Motor Cities Gruppe Winter Blues Buster Dinner Hosted by Ted and Lanita Dunham

Has your 356 become droopy in the bumper? Has a layer of dust covered the whole car? Well, step right up friends and have a taste of 356 brand Cheer! Yes, I said Cheer! With a capital CH, double E, R. Guaranteed to pep you up, energize your blood and get you on your feet! Come on now, don't be shy, just give Lanita or Ted Dunham a call at 810-225-6126 by March 1st to ensure you get a full dose of this special WBBD. Order the flavor you want to thin your blood and feed your hungries with a menu full of tastes.

Sunday, March 6, 2005, 5 PM

Mountain Jacks Steakhouse, 2360 Rochester Court, Rochester Road, Troy, Michigan.
Just south of I-75 at Rochester Road Exit on the west side.

Vintage Sports Car Racing

A number of our Gruppe members are active in Vintage racing with their 356's. Organizations such as the Vintage Sports Car Club and The Historic Sports Car Racing Association hold races at various tracks around the country. These events are great fun to watch with many activities such as Concours and track touring sessions are tied in to the races. The Motor Cities Gruppe is well represented at many of the events by our local racers , Dave Burton, Phil Kubik, Lane Mally and Vic Skirmants.

Following is a schedule of events that our local Drivers will be attending.

March 3-6 Historic Sportscar Racing , Sebring , Florida

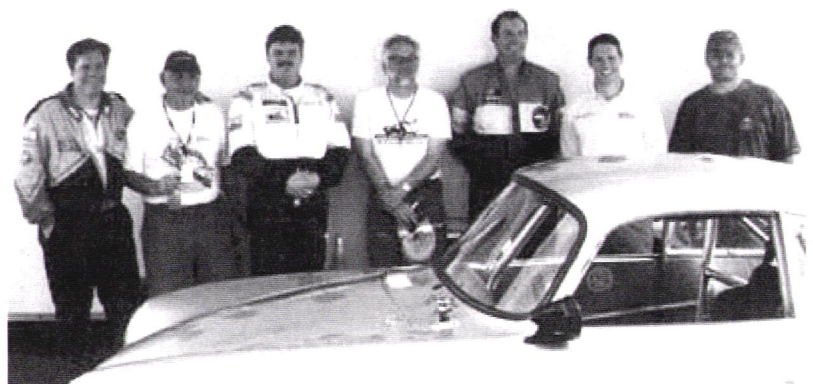
April 28 -May1 HSR Road Atlanta

June 23-28 Sports Car Vintage Racing Mid Ohio , Mansfield , Ohio

July 14-17 Brian Redman International Challenge, Road America, Elkhart Lake, Wisconsin.

September 8-11 SVRA Watkins Glen New York

The Road America and Watkins Glen Races are four day car festivals filled with Vintage Car events.

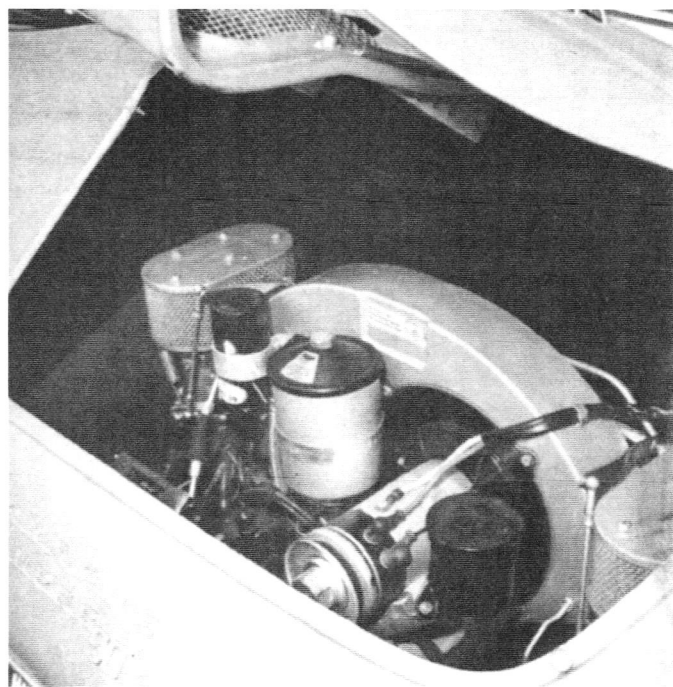




Reprinted from Road and Track magazine , October 1961

PORSCHE SUPER 90

A Super 90 made extra super for competition purposes

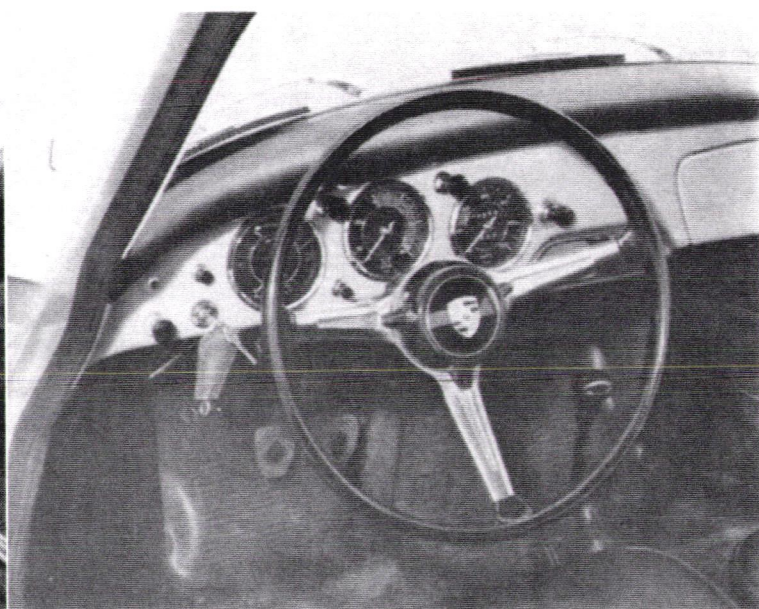
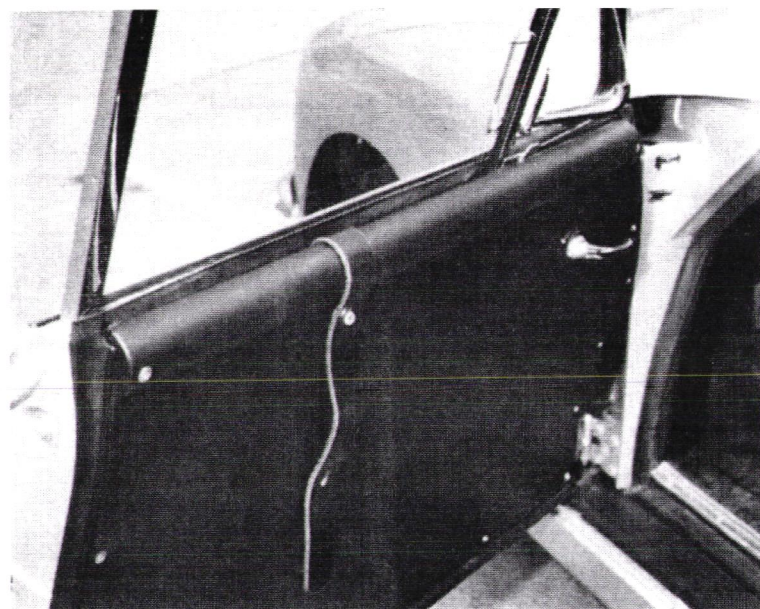


THE PORSCHE SUPER 90 GT is the latest competition model in this relatively new, but eminently successful, make of sports cars. While it was designed to replace the more exotic dohc Carrera model, the mere fact of its lower price (along with the firm's excellent reputation) insured sales. This report is based on the latest Super 90 model, a somewhat special coupe known as the Gran Turismo. It also had special gear ratios, chosen to give

best results on some of the short, tight circuits in this country. This special test intends to show the type of performance needed to be competitive in the C-production class.

The Porsche GT coupe weighs about 200 pounds less than a standard coupe. Weight is saved by using aluminum in parts of the body, using plastic windows instead of glass and by eliminating sound insulation, window winders, etc. The engine of the GT coupe is exactly the same as is supplied with all Super 90 models. It has pushrod-operated overhead valves and the conservative DIN rating is 90 bhp, or 102 bhp by the SAE method. The compression ratio is 9:1 and the tachometer is red-lined from 5500 to 6000 rpm.

Over-all gear ratios for the Super 90 are not standardized. You have a choice of 2 first gears, 4 for 2nd, 5 for 3rd and 6 for 4th. Our test car, which was set up for Ken Miles by Otto Zipper of Precision Motors in Beverly Hills,



had an 11:34 first gear, 16:31 second, 20:27 third, 23:26 fourth and the standard 7:31 bevel gears. Over-all ratios, as computed from the above tooth numbers, are as follows:

Gear	O/a Ratio	Mph @ 5800
4th	5.00	86
3rd	5.98	72
2nd	8.58	50
1st	13.7	31

For longer road courses a 4th gear ratio of 25/24 will be used (4.62:1 over-all) and the Riverside circuit calls for 24/25 or 4.25:1.

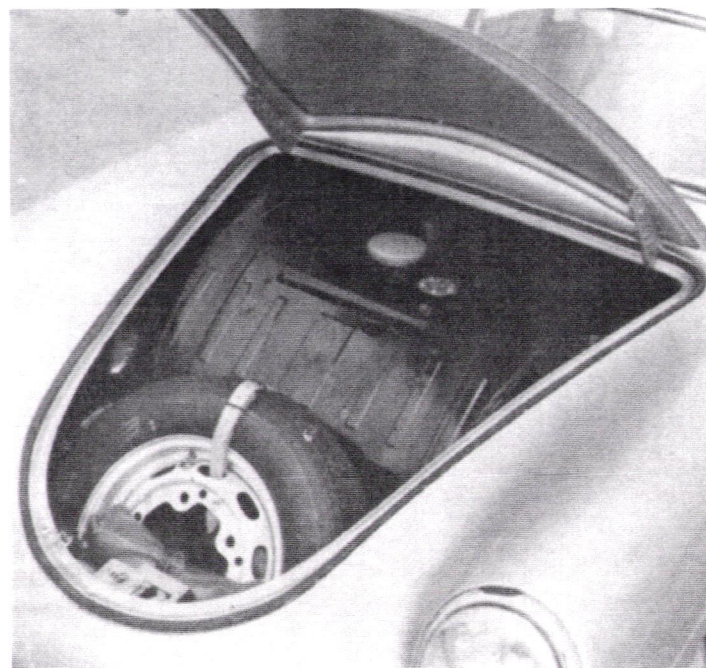
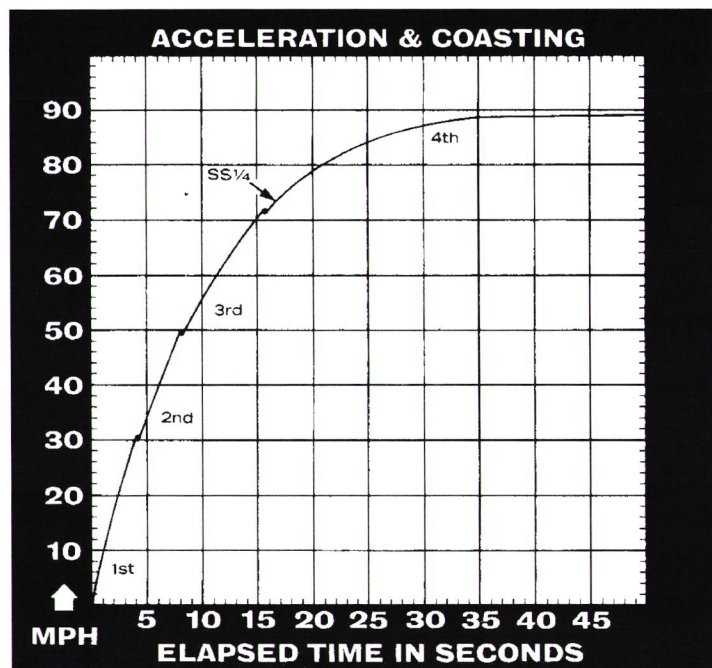
The test car also had the following optional items: Supersport 5.90-15 tires; Spyder brakes; limited-slip differential; internal roll bar; 21-gallon tank; light alloy rims; sports muffler; high performance coil.

Driving the GT is not really much different from driving the more domesticated models. There is more engine noise inside the car, of course (the Porsche

manual said "anti-droning omitted"), but it isn't terribly noticeable until full throttle is used. The engine idle is a little lumpy at 900 rpm but it pulls quite well at low speed, even though the real slap doesn't come until 4500 rpm. On a standing start test the rear wheels will spin, but not uncontrollably so. The absolute rev limit of 6000 comes up extremely quickly on each gear and, with the ratios we had, 4th gear was engaged a fraction before the end of the standing 1/4 mile. Acceleration times based on a rev limit of 5800 rpm showed 1.3 sec quicker to 60 mph and an average of 1.0 sec less time to cover the 1/4 mile—as compared with a standard bodied Super 90. (See acceleration plots, page 31 and below, for comparison.)

The top speed may sound ridiculous—it was 89 mph at 6000 rpm. However, 115 mph is the catalogued top speed for any Super 90 with the 23/27 fourth speed pair of gears installed (3.78:1 o/a).

The list price of the GT coupe is a staggering \$5551, and to this we must add \$41 for the big fuel tank, \$100 for the limited-slip differential, \$100 for the big ventilated brakes (swept area 272 sq in.) and \$65 for aluminum rims. The sum doesn't leave much change from six \$1000 bills but this is the "price" of amateur racing today. 🏁



MOTOR CITIES GRUPPE
2487 Misty Lane,
Davison, Mi. 48423

AUSPUFF ROAR

Classifieds

While there are none at this time, this is free to all members. 356 related cars and parts only, please. Send all classifieds to:

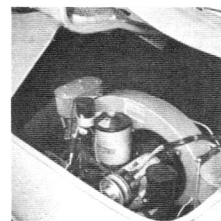
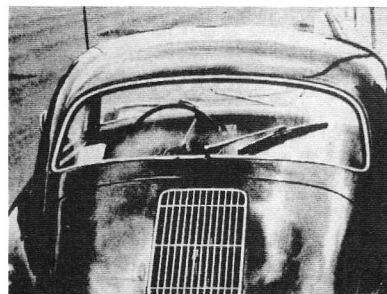
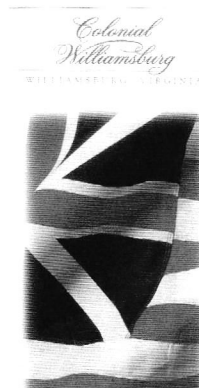
Dick Beecher beech356@chartermi.net. Or mail to:
2487 Misty Lane, Davison , Mi. 48423

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