

Auspuff Roar

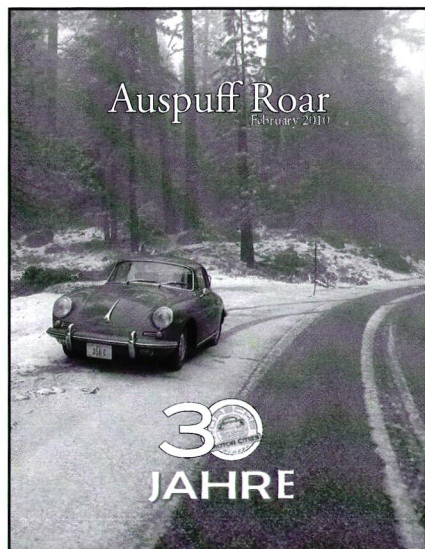
February 2010



30
JAHRE



On The Cover



Photographer Dick Sjolund of Solon, Iowa parks his C coupe on a snowy mountain road on a cross-country trip in the mid 2000's. Please see Dick's website at:

www.wilderness-studio.com

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Zündfolge

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356 Mechanic

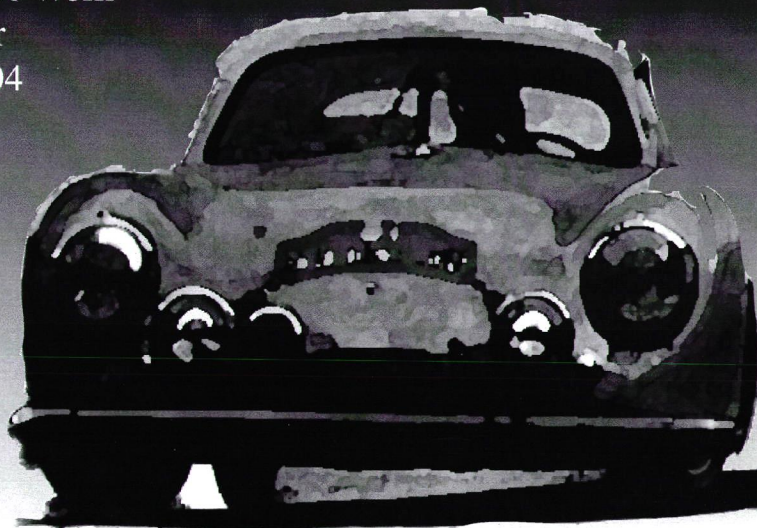
Winter Storage available for your 356

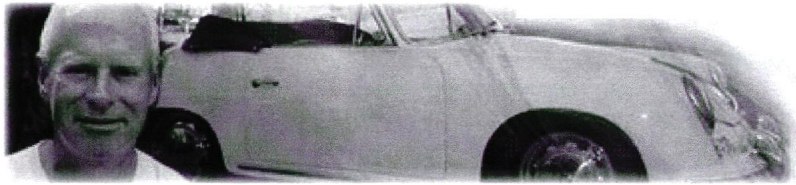
35 year Registry member

Part Time 356 Work

Bill Demeter

313-331-4104





President's Letter

As you may know, our new 2010 Board of Trustees was seated and I was very flattered and honored to be asked to serve as your President. Given the history of our MCG, this really is unbelievable. It seems like just yesterday that I pulled into Ted & Lanita's driveway with my 64 C Coupe and basically was asking them: what is a 356? That was 10 years ago. But I promise to stay out of the way - we have a pretty well oiled machine!

I want to help everyone on the Board to do their jobs and thus serve our membership that has done so much for me. I have very big shoes to fill, as Sebastian has been a superb leader and innovator for the last two years. What gives me confidence to succeed is that he is not far away because he is still a Board member, our Editor and my very good friend. He continues to provide great leadership for our club. Tom Hudson is our new Vice President and has been our Webmeister for many years. He's always there when we need him. Plus I am surrounded by veterans like Barbara Skirmants, Lanita Dunham and the Hudson Team. Messrs, Heilmann, Peterson and Beecher aren't far away either, so I can't screw up too much! For those fiscal conservatives in our midst, despite rumors to the contrary, I do not plan to introduce a universal 356 Maintenance Insurance plan and there will be no 356 stimulus spending, except at Neil's, Ted's and Vic's!

In all seriousness, many of you know that Neil Goldberg has just started his new 356 business. I am proud to plug a good friend's new initiative into full time 356 help for us. In this issue you'll notice that I interviewed Neil about his new business and I think you'll find it quite interesting.

Simply put, Neil is one of our very best friends and supporters - let's support him.

Because most of us on the Board have been working together as Trustees for the better part of 4+ years, we have a good plan for 2010 that we are experienced in executing. You'll see in this issue that our 2010 Calendar

"...most of us on the Board have been working together as Trustees for the better part of 4+ years, (and) we have a good plan for 2010..."

is up to date. We have a Spring Tour being planned by Sebastian for a southern Michigan destination. Sebastian (there's that name again) is planning a very special Motor Cities Gruppe 30th Anniversary Party celebration this summer in lieu of our normal picnic. We'll have a Fall Color Tour that Dick Beecher and I are teaming up to put together. And, we will of course have our Holiday Party and auction in early December. I'm sure a bunch of us will cruise to Cleveland for the 2010 ECH that our good friend Bruce Schwartz from Stoddard is putting together. I will again be organizing the MCG Drive Your Porsche

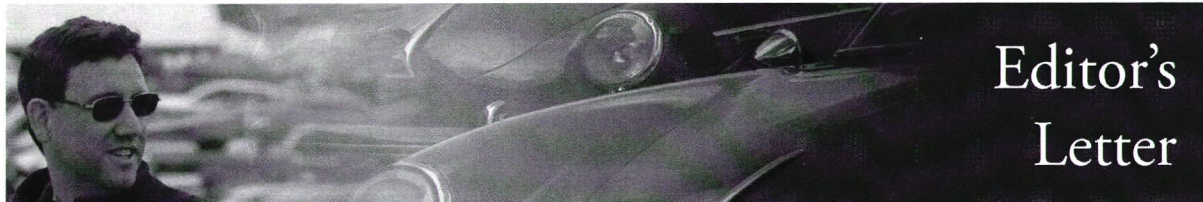
Contest for 2010. Please enter - its great fun. All you have to do is send me your starting odometer reading for 2010. All in all, I am confident that 2010 will be another great year for us.

My contact information is in the inside cover of the Auspuff Roar, so please contact me or any Board member if you have any questions, complaints or suggestions. I will be depending on your help, just as I did when I was Editor. Thank you in advance.

Dave

356 Motor Cities Gruppe Hall of Fame

Ron Roland • Fred Sheill • Tom & Melody Youk • Gottfried Hogh



Editor's Letter

"He explained that it meant 'exhaust pipe' in German and that if we changed 'Rohr' to 'Roar' it would be a great play on words!"

It has all come full circle as my time as Gruppe President has ended and I am now back as Editor and Publisher of the Auspuff Roar. I am looking forward to keeping our publication the best that any local group has to offer!

2010 is the 30th anniversary of the formation of the Motor Cities Gruppe and to commemorate that milestone we will be looking back in time in each issue to the early days of the Gruppe. Since we are discussing the AR here, let's start with that. In 1996, Fred Sheill had been thrown back into the role of Editor for the umpteenth time. I was silly enough to actually want to do it, so he and I collaborated on the first two issues of '96 which you see below left. This was the first time "Auspuff Roar" was used as a title, and it came about at a social meeting of the club. I felt the newsletter needed a name and we had an informal "contest" to see who could come up with the best name. The first guy to raise his hand was Vic Skirmants. Out came "Auspuff Rohr" and we all looked at each other. He explained that it meant

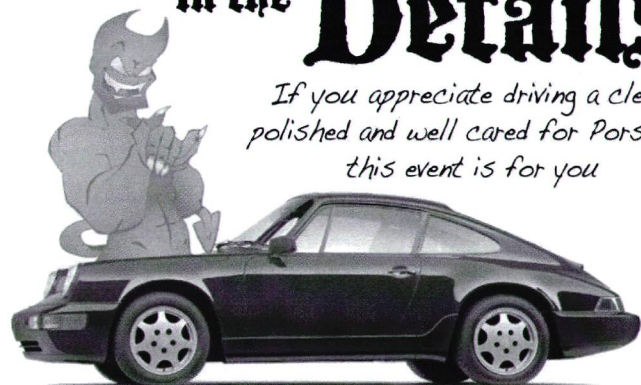
"exhaust pipe" in German and that if we changed "Rohr" to "Roar" it would be a great play on words. It was unanimous and the name remains today. Thanks Vic! The two covers shown on the right were my first solo attempts, and were the first done on a computer with desktop publishing software. All previous issues were done by the cut and paste and then photocopy method. No wonder after a few issues nobody wanted to do it anymore!

On the page to your right you will see the announcement for our 30 Jahre celebration to be held in Depot Town in Ypsilanti. We welcome ALL Gruppe members, even past members to help us celebrate this tremendous occasion. Unlike most Gruppe events, we will strongly suggest an RSVP as there will be a lot of planning going into the event, and a fairly accurate count of attendees will be most helpful. Please read the announcement for details and look for more info right here in future issues.

Sebastian



The Devil's in the Details



If you appreciate driving a clean, polished and well cared for Porsche, this event is for you

Saturday, April 24th
10 am to 4 pm

Held at Autometric Collision
1728 Maplelawn Dr. in Troy

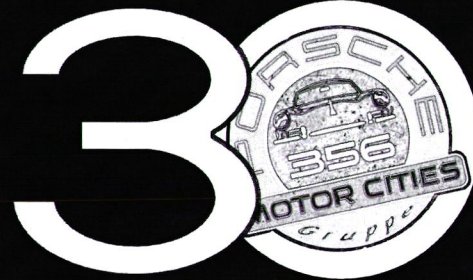
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Alloy Wheel Repair • AutoZone Hobbies
Dynamic Dents • John R Auto Glass
Karmann Classics • Mobil 1 • Motor City AutoSpa
Paint Shield • Paul's Interiors • Window Tinting by Kristan

Goodie bags • Food & drink • Raffles

The 6th annual Devil's in the Details is coming and this year it's bigger, better, and shinier than ever!

Pre-registration is NOT required. For more information or to have your car featured, e-mail: devil@munks.com

SAVE THE DATE
7.31.10



JAHRE

MOTOR CITIES GRUPPE
30 JAHRE
CELEBRATION



CELEBRATE 30 YEARS WITH
THE MOTOR CITIES GRUPPE
SATURDAY, JULY 31ST 2010
DEPOT TOWN IN YPSILANTI, MI

IN LIEU OF OUR ANNUAL GRUPPE PICNIC, WE WILL BE CELEBRATING THIRTY YEARS OF THE MOTOR CITIES GRUPPE WITH A CASUAL SITDOWN DINNER AND TOUR OF TWO MUSEUMS. FIRST WE WILL GATHER AT 3:00 PM AT THE YPSILANTI AUTOMOTIVE HERITAGE MUSEUM TO ENJOY APPETIZER'S, A CASH BAR AND BROWSING IN ONE OF THE MIDWEST'S PREMIER LOCAL AUTOMOTIVE MUSEUMS. THERE WILL BE SPECIAL PARKING FOR 356'S ON THE MUSEUM GROUNDS (AND PLENTY OF GENERAL PARKING, TOO). BY 5:30 PM WE WILL MAKE OUR WAY ABOUT 1 3 BLOCKS WEST TO THE YPSILANTI FIREHOUSE MUSEUM, ONE OF THE BEST LOCAL FIREHOUSE MUSEUMS YOU WILL FIND. OUR CATERED SITDOWN DINNER WILL START AT APPROXIMATELY 6:30 PM WHERE WE WILL HAVE SOME FEATURED SPEAKERS AND WILL PRESENT AWARDS TO OUR 2010 MOTOR CITIES GRUPPE HALL OF FAME WINNERS.

THERE IS MUCH PLANNING INVOLVED SO RSVP'S ARE KINDLY REQUESTED AS FAR IN ADVANCE AS POSSIBLE. THE COST WILL BE \$30 PER PERSON WHICH WILL COVER ALL FOOD AND ADMISSION TO BOTH MUSEUMS. THIRTY YEARS ONLY COMES AROUND ONCE, LET'S MAKE THIS A SPECIAL NIGHT!

PLEASE RSVP TO SEBASTIAN GAETA AT 734-645-9381 OR AT SPG356@SBCGLOBAL.NET

Our Editor thought it would be useful to share with you a do it yourself perspective of 356 restoration.

I guess another term could be amateur restoration, but I don't like the way that reads, as I am trying to keep the car as close to original appearance as possible. The plan is that someday when this car is in one of those auction review columns it won't be referred to as an amateur restoration. The car is of course *Foam Car*, which has been covered on the Registry forum and elsewhere, so I will try not to discuss already covered material. If this article works out, Sebastian is picturing a series that covers various sub-projects that may be of interest to those contemplating undertaking a 356 restoration, or at least give those who job out a restoration a feeling for why it will be hard to get an experienced 356 restorer to give a firm quote to restore your 356.

I kind of like to use the term repair a 356 rather than restore, because I am far from being a professional restorer. This first article is about how I got started, and it probably would be good to give some of my background that would qualify me as a candidate to take on a project of this magnitude. And let me assure you, it is a project of quite large magnitude. You can compare my background with yours to see if you may consider yourself qualified.

So, here is a brief car and mechanical related background. I have had an interest in the 356 since I got a model of a 356. Then, while attending Purdue University, I got thrown in as a Freshmen with a Senior roommate whose future father-in-law had a Pre A 356. At that time, I was infatuated with the 100-4 Healey and ended up buying one which I drove as my only car for 6 years. After graduation, and moving to Detroit to work for GM, I saw a copy of Elfrink's book in a bookstore and bought it. My wife and I looked at a Togo brown 356 shortly after and were close to selling her '64 Plymouth Fury to buy the 356. It was already starting to show signs of rust, and with a young one and fairly

frequent trips back to Indiana on weekends, we decided not to buy it.

Many years later, circa 1984, there was an add for a 1955 356 Porsche in the Penny Stretcher. The car was located not far from where we lived in Clarkston. We ended up buying it and towing it home with my 53 Dodge pickup truck with a fluid drive transmission. With a lot of advice and help from Vic Skirmants, I was able to reassemble the 1500cc engine that came with the 356. That engine replaced the VW engine that

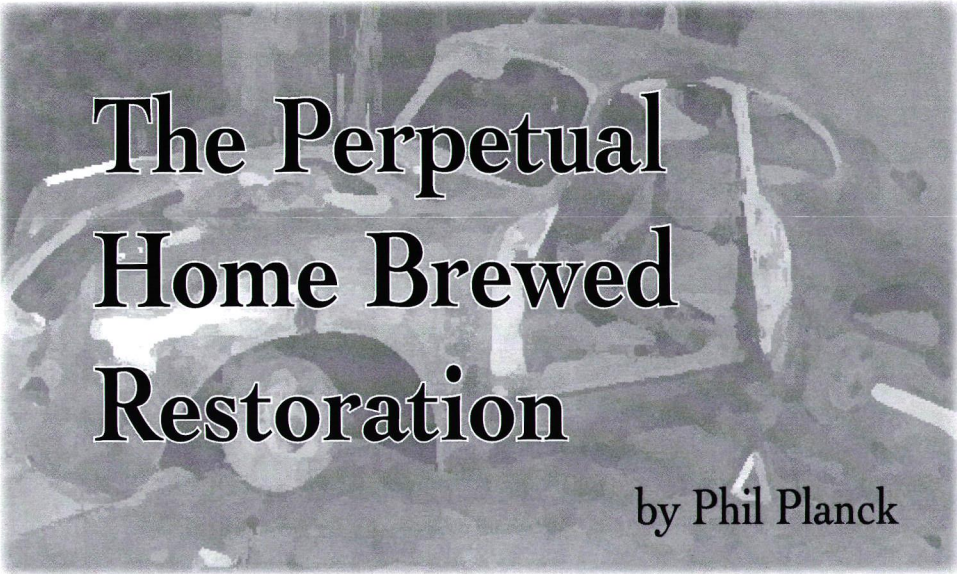
was in the '55 when I bought it. Well, we like the long road trips to Holidays in areas we have not been to. Four of these trips involved driving through extensive mountain ranges, three times through the Rockies. A combination of a VW ring and pinion and the 1500 normal engine, plus the long gap between 3rd gear and 4th just made the uphill parts of these journeys no fun at all. After returning

from our fourth mountain journey in the summer of 2000, I decided that was it unless I got some more power.

Then, in September of 2000, an ad appeared in the Oakland Press for a 1963 356 near Oxford, again not far from where we lived. We drove out to take a look, and were allowed a test drive. This thing went like a bat out of hell compared to the Pre-A. Not knowing much about newer 356s, I jotted down the engine and body numbers and went home to do some

homework. Turns out it had a Super 90 engine number. You could tell the body was rough, because this guy had painted it black, which shows everything, and my magnetic spot rot gauge identified that there were not a lot of places where there was just paint and sheet metal. There was also a lot of yellow foam sprayed on the undercarriage and painted black. The seller said he had a friend in the foam business and had him spray it on. No wonder

it was so quiet in the cabin compared to our Pre-A. Anyway, the engine ran strong and that was what I was after. The transmission shifted smoothly and the differential was quiet. I offered what I was willing to pay for the engine and transaxle, but he said no. He wanted almost triple that amount and said



The Perpetual Home Brewed Restoration

by Phil Planck

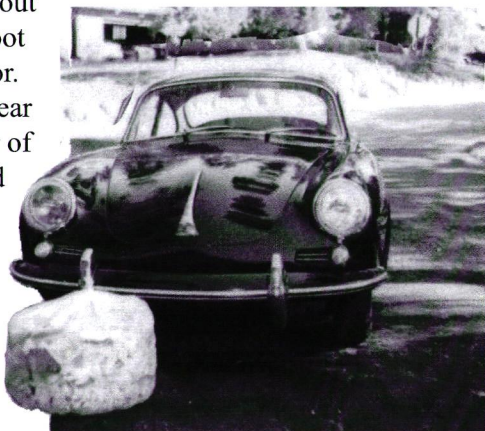
“I offered what I was willing to pay for the engine and transaxle, but he said no. He wanted almost triple that amount...”



THE '55 ON ONE OF ITS ROCKY MOUNTAIN DRIVES

he had people as far away as Texas interested. I wished him good luck, but left him my name and phone number should he ever reconsider. Several months later he called and had a much lower price, but still significantly more than my original offer. By then, I had acquired two older cars my daughter just had to have at the time - a VW Rabbit Cabriolet and a 1974 Triumph Spitfire. I asked the seller if he would be interested in a trade for the Spitfire and he said yes. So I drove it over, his wife looked at it and liked it, and the deal was done. They did not even drive the Spitfire. The Spitfire was worth less than my original offer, so I was quite pleased with the transaction. I drove the car for about 2 months, then my foot went through the floor. Thus began the ten year (and counting) repair of Foam Car's body and engine.

That's the car's background, now for my mechanical background. I have rebuilt probably eight to ten engines



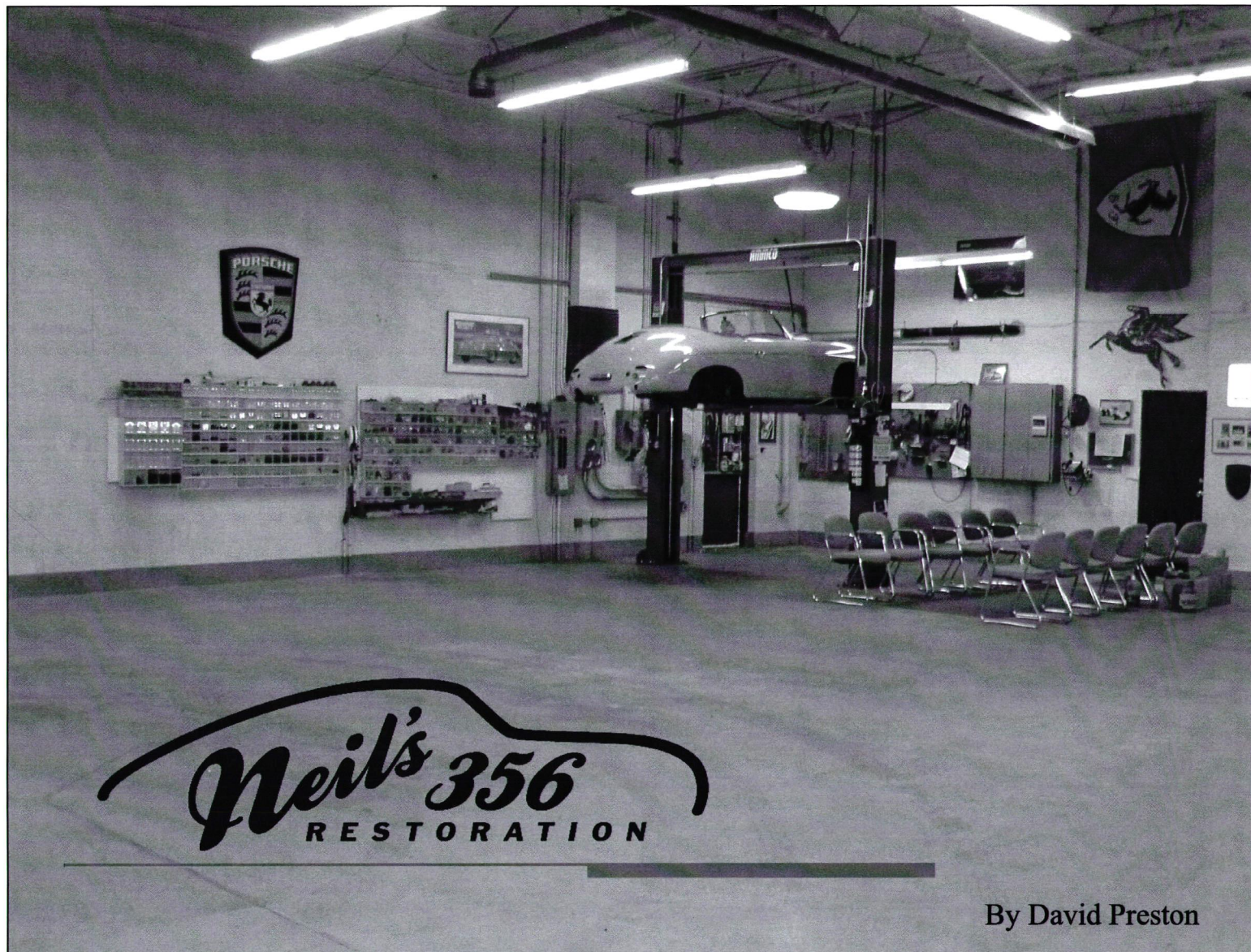
MANY PLASTIC BAGS WERE FILLED WITH THE INFAMOUS FOAM

starting with a 1948 Studebaker, 1953 Mercury flathead V8, 1957 Plymouth 318 V8, 100-4 Austin Healy, XK 120 Jaguar, 1968 Olds Cutlass 350, and a few more, including the PreA 1500. I also took auto mechanics for 3 summers during high school. The body work side had been limited to the usual smearing of Bondo, fiberglass mesh, and a cheap set of seldom used hammers and dollys picked up at an auto swap meet. These were the skills I was grossly lacking, but had a strong desire to learn.

Next time I will talk about how I learned to do rust and body damage repair, along with the tools I had to get and use the most.



THE FOAM REMOVAL PROCESS IN FULL SWING



By David Preston

Recently I had the pleasure to talk with Neil Goldberg about his new business, *Neil's 356 Restoration*. I thought our readers would be interested to learn about this new enterprise.

Neil's passion for automobile restoration goes back to his teen years and he has been a long term 356 aficionado since the late 70s. He started working on 356s because of this passion and because he wanted to help ensure that 356 owners didn't lose interest in these cars due to not knowing where to go for help. Neil is perhaps best known for two aspects regarding 356s – he is a world class 356 restoration expert, and he helps many of us in the 356 world improve our cars and keep them running.

Neil can now put that 356 passion to work on a full time basis. His scope of business will focus on 356s and will include everything from show car quality restorations to routine repairs and improvements. He will completely manage full restoration projects for clients (including body, engine and transmission work) while also working

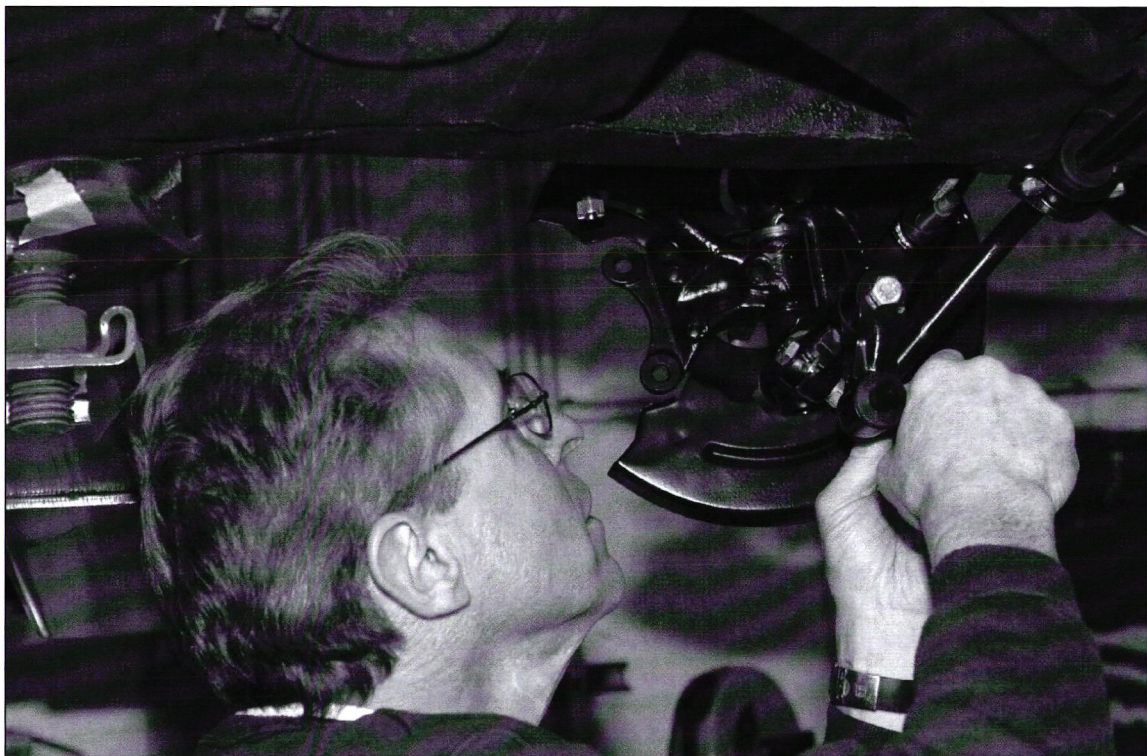


on smaller projects for other customers. Neil has colleagues that most of us know for any help that he needs. He teams up with Ted Dunham, Vic Skirmants and others accordingly. And, as space permits, he will also store cars for owners during these awful winters.

It's important to Neil that everyone is assured that he will maintain his commitment to excellence with his typical standard of high quality workmanship. He will resist requests for quick fixes and shortcuts, just as he always has. Neil's philosophy is to do it right, period. He wants to ensure that both he and the owner of a 356 clearly agree on expectations for any project.

Neil wants to help perpetuate these wonderful cars in any way that he can. He believes very strongly in helping younger 356 enthusiasts to get to know these cars and will also help them decide what level 356 they should consider. He is more than happy to assist 356 owners with an overall education about their cars and he will gladly help with pre-purchase inspections.

Neil's 356 Restoration will be located within what was his Stuart Tool building, while the other part of the building will be occupied by Howard Gilson of *Gilson Motorsports* who will focus on newer Porsche projects.



Most importantly, I asked Neil about the future of his globally famous Saturday Morning Breakfast Club. I was relieved (but not surprised) to learn that nothing will interfere with that weekly activity. To quote Neil, "I can't have these guys aimlessly wandering around on Saturday mornings not knowing where to go, or what to do". The proof of this is the picture opposite page at the top. You'll notice that Neil's shop is pretty barren as he gets ready to have his floor freshly epoxied. But the Saturday morning chairs are still intact!

Neil's new business joins an already existing group of very fine 356 shops in our local area, all of which have supported the MCG for many years. This new business gives all of us 356 owners more repair, improvement and restoration options. Welcome aboard Neil and thanks!



Roy Lock

California Correspondent



Jack Staggs Celebrates the 356th Day of the Year

Oh, the hype and anticipation.

Frank and I have been looking forward to this day for the past year. Last year we attended this event for the first time and we had such a great time that we could not hold our anticipation to attend this year's celebration. My friends and I have been talking about this for months. This annual event gets bigger and better every year. This year's event was picture perfect. 200 Friends, brats, cars, typical heavenly SoCal weather made this event the envy of everyone that does not live here in Southern California. Amid very high 70F low humidity conditions next to the Pacific Ocean we all had a bonding experience. Jack Staggs, a legendary 356 Porsche gearhead, hosts a celebration twice a year. This one on the weekend closest to the 356th day of the year. The fellowship has taken on a national and international status. There were attendees from Hawaii, Arizona, and Europe that came to the event. The Arizona Outlaws are represented annually. So many Porsche pushers have put it on their calendars that we talk about it year round.

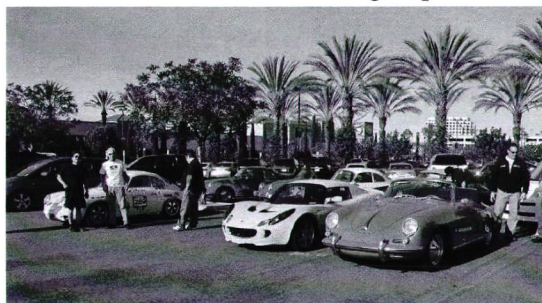
This year was way over the top. Lennie Yee, Parts Manager for Pacific Porsche in Torrance California donated two raffle prizes. Both prizes were amazing and drew many envious ticket buyers. The first prize was a complete set of the Ferry Porsche 100 Jahre Memorabilia Set. The grand prize was a Porsche Design 356 watch given away at the 356th Day Celebration. In the final tally, 356 Club of Southern California and 356 Registry members donated \$875 to The Bridge, a local charity that Jack chose. The Bridge is a community church outreach organization whose mission is to help community residents with emotional and physical needs which is a very worthy cause. Thanks to all those that bought raffle tickets. A big shout out thanks to Lennie and Pacific Porsche for supporting the 356 community.

Mike Goldberg won the Ferry Porsche 100 Jahre Set and Steve Stewart won the Porsche Design 356 watch. Congratulations to the two.

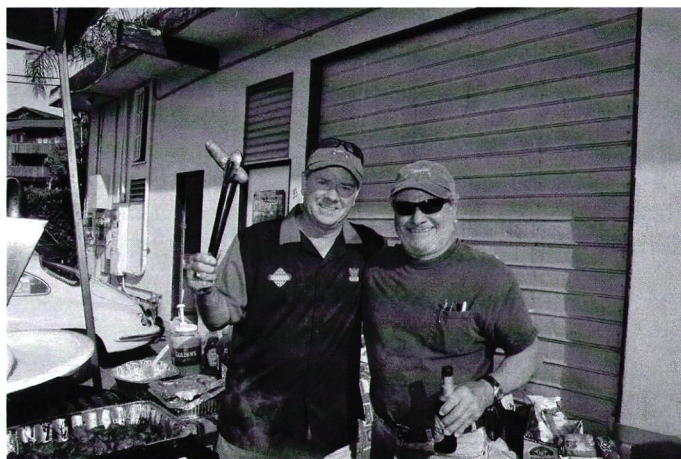
Along the way, there were many side stories. Peter Jordan was reunited with his first flight instructor Bob Landes. Bob's son Larry is the owner of a Porsche Tractor that he drove to the event. Peter had not seen Bob for years until this event.

Our Saturday started as it usually does, at Cars and Coffee. The temperatures were already hot. In the early morning drive, we were seeing 60F. We met the Orange County 356 crowd and decided to go down together. Eight 356's caravanned from Irvine to Jack's shop in San Clemente, an easy 20 mile drive. We tried to meet up with a similar group from the South Bay/Beach Cities area, but that did not work out.

To the left is our group. Yes, there are a Lotus and a Ducati in our group of 8 356's. We departed early for the celebration although Jack had established a 10:30 start. We knew that if we waited, there would be no spots in the shop alleyway for us. As we arrived Kerry, Jack's helper, was busily getting the shop ready for the onslaught of frenzied 356r's. A mini swap meet was already in progress.



Jack's celebration has always been synonymous with food. Last year, I anointed Bob Lee "The Bratmeister". Well this year, he out did himself and was all over the grill multi tasking. So, I have decided on a new title, "The Grillmeister". Way to go Bob. Thanks to you and Charlie for all the hard work feeding all the hungry mouths. Bob and Charlie grilled 150+ brats and 200+ chicken wings, along with onions, peppers and chili. I won't be able to eat for weeks to come because of the embarrassing number of brats and chicken wings I put away.



BOB AND CHARLIE MAN THE GRILL

Everyone got into the spirit of giving and quickly lined up to buy raffle tickets. It was heart full to see the generosity of the Porsche community.

Many volunteers worked to man the raffle table and sell tickets. A big thanks goes to volunteers DeWayne Ichirui, Mike Wilson,

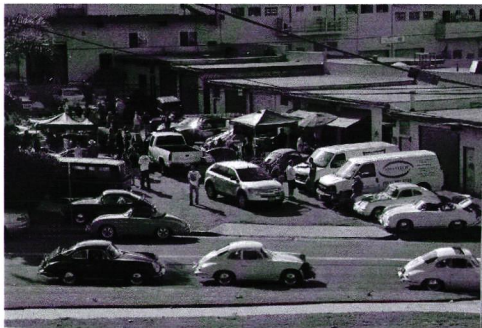
Mike Nelson, Linda Ford, Kati Rosenthal,

and Frank Lock for their efforts to make the raffle a success. None of this would have been possible

Now the climax of the event. There were many who braved the chilling late afternoon to stay and win the Memorabilia Set and Watch. As I said earlier, we collected \$875 dollars for Jack's



local charity. We had two winners who were very happy. But none of this would have been possible if it were not for the generosity of the dealer side of the Porsche family. We are the drivers, we are in a partnership with the dealers that support us. For this I thank Pacific Porsche for their continued support of the family. They remembered us too.



Once again, thanks to all who attended and supported the club. If you missed

this year, you really missed one of the premier events of the year. See everyone next year! Put it on your calendar.



SANTA'S ELVES; LINDA FORD, KATI ROSENTHAL, AND LANA LEE. CHECK OUT THE NEAT 356 COOKIES LINDA FORD AND MIKE NELSON MADE FOR THE CELEBRATION.



HERE IS HARVEY "THE TOOLMAN" ROSENTHAL WITH HIS NEAT STUFF. HARVEY SHOWED ME A WONDERFUL TREASURE, AN ORIGINAL T5 DRIVERS MANUAL SET. DROOL, DROOL, AND DROOL. HE REALLY KNOWS HOW TO HURT ME IN THE WALLET.



THE TWO INDIVIDUALS WHO STARTED THIS WONDERFUL CELEBRATION, MIKE NELSON AND JACK STAGGS.

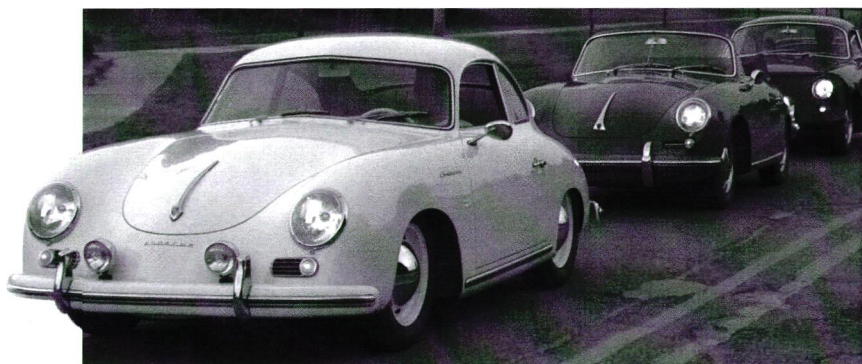


AS THE MORNING PROGRESSED, THE ALLEY WAS INUNDATED WITH MANY DIFFERENT VARIETIES OF PORSCHEs. NOTE THE VERY BLUE SKIES AND SUN.



JACK STAGGS, STEVE STEWART (WINNER OF THE WATCH) AND FRANK LOCK

MOTOR CITIES GRUPPE



CALENDER OF EVENTS

March

6th LA Literature Swap Meet
20th MCG Board Meeting

April

24th Hershey All Porsche Swap Meet
24th-26th Gary Kempton Event (Fla)

May

16th Spring Tour and Board Meeting

June

11th-12th Stoddard Swap Meet
20th Eyes on the Classics
25th-27th Mid Ohio Vintage Grand Prix

July

31st Motor Cities Gruppe 30th
Anniversary Celebration. Please see
page 5 for more information.

August

21st Woodward Dream Cruise

September

10th-12th Watkins Glenn Vintage Races
22nd-26th Registry East Coast Holiday
Cleveland, Ohio. Please see page 18
for more information.

October

2nd-3rd Gruppe Fall Color Tour and
Board Meeting

November

Open

December

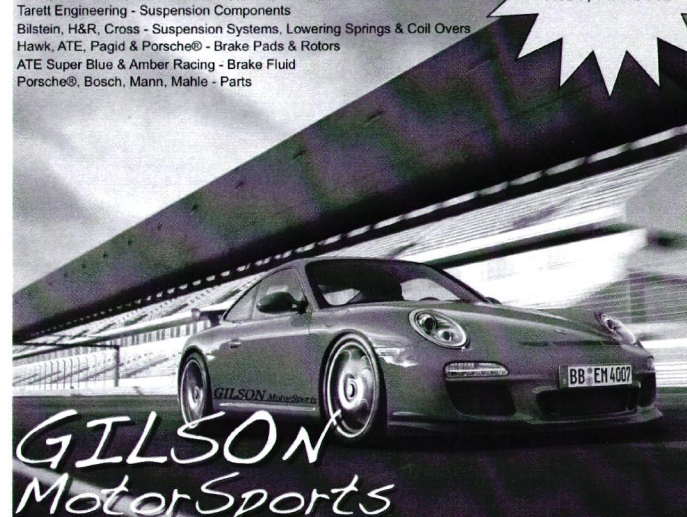
5th Gruppe Holiday Party

30 JAHRE



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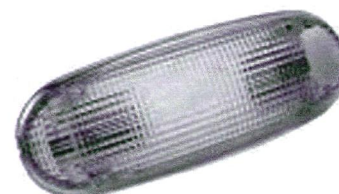
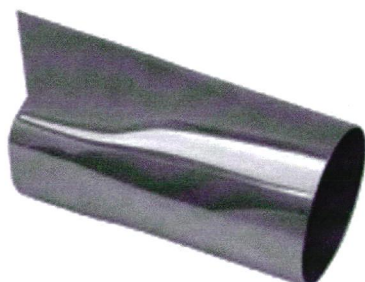
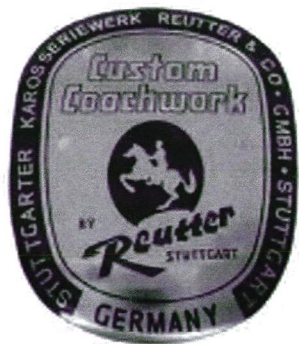
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Fits 356C Coupe.
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\$22.65

Super 90 Emblem
356BT5
NLA-559-311-05
\$53.50

**Drauz Convertible
& Roadster Badge**
NLA-701-104-00
\$11.00

**Exhaust Tip,
Stainless Steel.**
NLA-111-548-00
\$14.95

1600 Super Emblem
356A, BT5
NLA-559-311-01
\$43.24

Door Handle Casting
Early Square Edged Type, 2
req'd. Fits pre "A" 356.
NLA-52-020
\$122.11

Interior Light 80mm
356A T-2 - 356B T-5
NLA-632-101-03

Hood Handle Crest.
Fits 356A, 356B,
356C.
644-559-210-00
\$35.37

Bumper.
Fits 356B ,C.
Front NLA-505-010-05
Rear NLA-505-020-05
\$659.00 Each

356A Horn Button
As Original
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\$149.00

Stoddard Parts

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PORSCHE

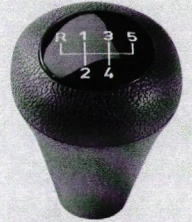
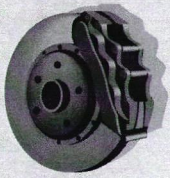
Auspuff 13 Roar.

Porsche Club of America Multi-Region Swap Meet

Presented by the SEM, RSR & Motorstadt Regions
Featuring the 356 Motor Cities Gruppe
All Zone 4 Regions have been invited, including:
Western Michigan, Michiana, and Maumee Valley

Hosted by Porsche of Farmington Hills
37911 Grand River Avenue
Farmington Hills, MI 48335
Saturday 17 April 2010
10:00 am – 2:00 pm

This event will be inside, so come rain or shine!
For tables contact Dave Burton: 248 • 882 • 0231



356/912 GENERATOR PULLEY WRENCHES

New Tools

As a 912 owner I fully understand

the frustration of changing your fanbelt. These new wrenches prevent you from bending the upper pulley while changing your fan belt and adjusting belt tension. First we have a pulley spanner wrench with a beautiful design that functions as good as it looks. Made of high quality stainless steel that will not rust. This spanner wrench is a smarter solution than using a screw driver that is sure to bend the pulley. Can be painted but looks great in stainless. Custom genuine leather hand grip is available in red, black, light gray, brown or dark green.

We also manufacture a 36mm pulley nut wrench that

compliments our pulley wrench quite nicely. Why put wear and tear on the wrench from your tool kit? This custom made pulley nut wrench also comes with a genuine leather hand grip in the same colors.

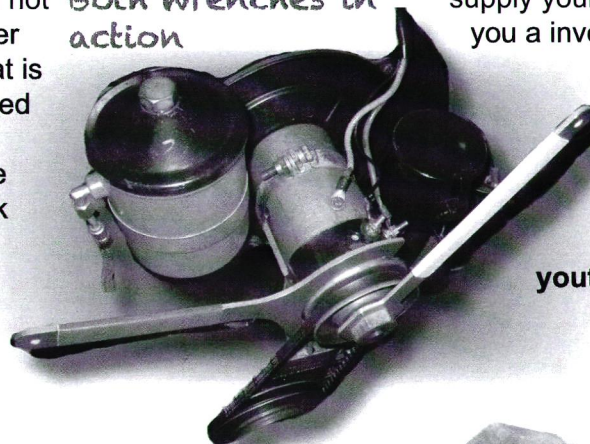
The spanner wrench sells for \$26.95 each plus shipping, while the 36mm pulley nut wrench sells for \$19.95 each plus shipping. We combine shipping for multiple wrenches. Shipping in the U.S. is \$6.00 for up to 10 wrenches. Buy in bulk and save on shipping! We prefer Paypal (to: streetbugs@verizon.net) but if you do not have a Paypal account please send an email to streetbugs@verizon.net

to request an invoice for the tools you want. Please supply your zip code or country and we will send you a invoice with the total amount. To view online go to fanchers.com, click on **auto**, then click on **VW stuff**. The tools will then be visible to click in the middle of the page. Also, see the video on Youtube:

youtube.com/watch?v=8mSwd5HTtUY

Thanks, Jonce Fancher
Fancher's Inc.

Both Wrenches in action

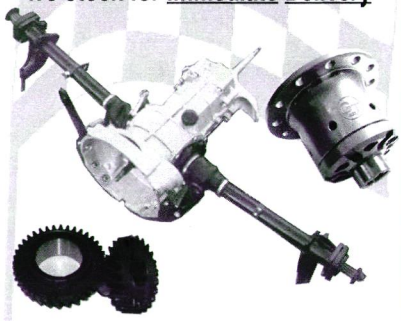


Pulley Spanner Wrenches



Pulley Nut Wrenches

Vic & Barbara Skirmants' **356**
ENTERPRISES
 Complete Performance
 Parts & Prep
 45 Years Racing Experience
 We stock for Immediate Delivery



NEW and IN STOCK!
 4-G Tall 4th Gear allows a 600 rpm drop @
 80 mph to 3600 rpm. Now you can really
 cruise cross country!
*Call or email for details about all
 of our parts and our services.*
Phone 810-688-2059
Vic@356enterprises.com
 3359 Kings Mill Road
 North Branch, MI 48461
www.356Enterprises.com



Neil Goldberg
356 Restoration Specialist
 since 1978

Mobile: 248.321.5501
 Office: 248.588.8665

neil356@aol.com

1208 E Maple Troy, MI 48083

Gruppe Member and Website Information

A membership address list is updated and published biannually and is mailed to all members with dues paid to the current date. Please check your address label for the year to see if your membership is current:

Please send dues to:

Barbara Skirmants
 3359 Kings Mill Road
 North Branch, MI 48461
 Dues are \$20 per year.

Also, please send your current
 e-mail address to Barbara at: **skirmants@hughes.net**

This ensures that you will be kept up to date with important Gruppe information. Also note that your information will not be used for commercial purposes.

You can also go to our **356mcg.com** for current information. Please send any material suitable for the website to Tom Hudson at hudson@chartermich.net

Motor Cities Gruppe Membership Form

Join the Gruppe or renew your membership. Due of \$20 per year include six (6) issue of Auspuff Roar and e-mail announcements for events, etc.

Name _____

Address _____

City State Zip _____

Phone H _____ C _____

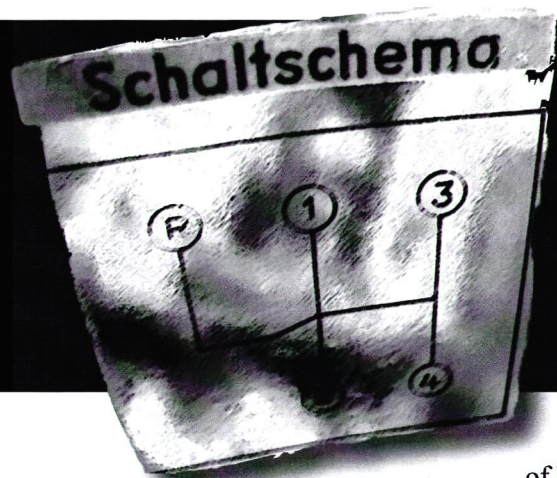
E-mail (important!) _____

Please mail this form and make check payable to:
 Motor Cities Gruppe
 Barbara Skirmants
 3359 Kings Mill Road
 North Branch, MI 48461

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

Four Speeds and Drum Brakes

by Tom Tate



Porsche Swap Meet at Hershey, PA I saw a fellow in a booth that was selling small models of cars that could only be described as barn finds. He had built small plastic models and then he aged them with splotches of paint and dirt to make them look like old abandoned wrecks found in a barn or field after many years. It was very original and very well done. There were examples of many different cars but it was the examples of the 356's that got me thinking about Bills old car.

As some of you loyal readers know, my brother Bill is in the process of restoring his '58 Speedster. The job is actually coming along quite well, if not slower than expected. All the metal work is done, the paint is new and shiny, and even the engine and transmission are back where they belong. Each phase of assembly is another victory as the car is prepared for its first Spring ride in 30 years.

Little additions like door handles and side trim make the car sparkle like it did 52 years ago as it rolled out of the factory door. The brakes are all back on the car and I don't believe they looked that good when new.

Bill bought the car in 1965 and by then the Speedster had a hard life including time on the racetrack. The original ivory had been changed to a Cadillac metallic blue and while the ivory dash remained the red seats and door panels had been replaced with black ones. The bumper uprights and over ride bars were missing and only one of the original chrome wheels remained. Back in the day those things really didn't matter because the cars really weren't worth much but to modern collectors today original colors and parts are important. That meant that the car would be restored to its original configuration but not the way it was all those years that Bill and his wife Beverly drove it. To them it would always be the blue Speedster.

Last year at the annual

I thought that what he needed was a model of his Speedster the way it was all the years that he drove it. Something to remember the car with all its faults and problems before the ugly duckling became a swan. He could always take his friends out to the garage to show them his pristine show car but he could only tell them how it looked before the restoration. A model done with all its warts parked in his garage the way it sat for 25 years was what he would get for Christmas.

With months to go and the internet to help I set out to get the parts and pieces that I would need.

Beverly and my niece Evelyn were able to sneak into the garage and take photos of the inside walls and I had photos of the car in the disassembly process that would help make the diorama accurate down to the last dirty rag on the floor.



Finding a model of a '58 Speedster wasn't that tough but it was cast in red so paint was needed. First I sprayed it ivory and then taped over the dash and some other parts and sprayed it with

a can of Cadillac metallic blue that came off the shelf at Auto Zone. According to the photos I had it was a perfect match.



I haven't owned any Testors paints since high school but they still sell them in the same square glass bottles and any craft store has them available. They even have that plastic glue in the metal tube on the shelf. Well, it's actually behind the counter these days, liability being what it is now.

The internet was helpful with some of the other parts although well into the project I discovered that most accessory parts like small tool boxes, benches, etc come

in 1/24 scale and my model was 1/34. That meant that the red Snap-On rollaway I got in the mail was almost as big as the car itself. Oh well, back to the drawing board.

Like a lot of folks, Bill had lined most of the garage wall with pegboard to make hanging things easier. Duplicating that down to postage stamp size was a job for the IT expert at my office. She printed off a page as small as she could get it and then I spent some quality time at the copy machine until I had it sized down to the correct spacing between the holes. Boy, were they small.

The shelves in Bills garage were the plastic type from Home Depot so it was easy to just cut pieces out of balsa wood sheets and then use a hole punch on each corner to make room to push a small dowel through. As with most of the pieces that I made, it wasn't the construction but the gluing and painting of the parts that took the most time. I pushed the dowels through five shelves on two corners and then applied the glue. I then set the unit up with the shelves spaced evenly and allowed it to dry overnight. The next night I did the same thing with the two remaining corners so that by the third night I had something that was ready to paint. Two nights of spray painting, one side at a time, and it was done. That meant that it took about a week to get to a set of shelves together but the total time involved was only a few minutes.

Drying time gave me a chance to look around and find other things to make that would look like the stuff in the photos that I was using. I fashioned a hanging towel rack out of a piece of tin can, the roll of towels were from a dowel I had. A luggage rack hanging on the wall was made out of a paperclip. I cheated when it came to the calendar on the wall. A downsized copy from one of the photos glued to the wall looked just right. The bamboo window shade (pretty classy garage) was done with pieces of balsa wood and the hanging shop brooms were just short wooden dowels stuck into pieces of black foam padding cut to look like bristles. The engine grill was just too small to make so I just drew one on the wall above the workbench.

One of the kits I bought had a chair in it that was a match for the one in the garage and a little brown paint on the seat and back rest made it look perfect. A couple of tires from another model I had laying around stacked in the corner looked like the Volvo tires that he uses in the winter and some painted plastic strips glued together even looked like the engine hoist that he has leaning against the shelves. The grinder in the corner was a little tougher because I had to figure out a way to attach it to a little

table that Bill uses after I made it from a piece of rubber tubing. To duplicate the garage floor I cut a piece of thick cardboard the right size and then dripped some used oil on it. After the oil had soaked in I set it up behind a wire wheel that I have on my workbench and then proceeded to clean the rust off a couple of old parts. In short order the grinder threw dirt and crud all over the cardboard and it was just the right size, very small.

To make the car look right I filed a flat spot on one of the tires to make it appear flat and put some scratches in the finish with an Exacto knife. I had to trim off the bumper guards with a pair of nail clippers since the pictures from years ago showed them missing. The cone shaped drivers mirror was fashioned from a piece of leftover plastic and painted silver. To create the correct

license plate I found a website of a company that recreates period correct plates for your vintage car. They let you set up the proper numbers with the correct colors and state logo so that you can see what it would look like. I set up a Maryland plate, blue with white letters and printed it on our color printer. Two attempts at reducing the size and I had just what I needed.

While I was on the license plate site I did order a '57 Mass plate for my sunroof coupe using the

six digit serial number so the company didn't have to help me for free. It looks great hanging on my wall as I wait for that car to come back from the paint shop. Another assembly and more columns are in my future.

The closer the diorama got to completion the more things I thought to add to the scene. It was a good thing that Christmas was near or I would still be fiddling with it. Even though everything was glued down except the car and the jack, it was too fragile to ship by normal methods. My son, Rob was driving down to his uncles after a Christmas visit to Boston, and he was kind enough to take it down in the van with the family.

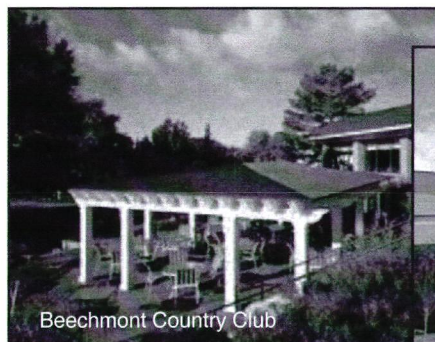
It made the trip easily. Well sort of easy. One wheel came off the car while traveling through New Jersey (maybe the car never liked NJ) but Rob was resourceful and got some glue at a CVS and it was back on before delivery. I guess that he didn't look like a glue sniffer, they didn't even ask for ID.

Bill was surprised and pleased with the result and I had a great time doing it. Every car project should turn out so well. And only last a few months. The photo above shows the end result with a 356 rear reflector placed on the garage floor to give you some sense of the actual size. The reflector is about 2" wide. I hope that you enjoy seeing it as much as I did making it. I know that now it will be easy for Bill to remember how that Speedster looked all those years ago



356 Registry East Coast Holiday 2010

September 22 - 26 • Cleveland, Ohio

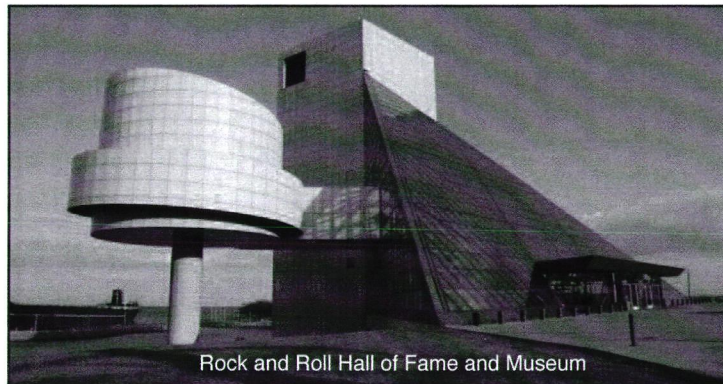
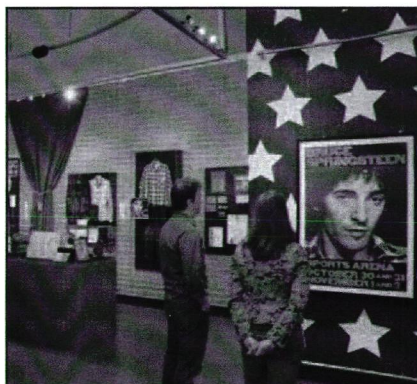


Mark your date book

for Wednesday, September 22 through Sunday, September 26th. Our Holiday host hotel will be the two-year old Cleveland Marriott East, 26300 Harvard Road, Warrensville Heights, Ohio. The facility is within two miles of some of Cleveland's most prestigious neighborhoods, full of wonderful shopping and dining establishments.

A tentative schedule of events:

- Wed. 9/22 Arrival, Registration, eat on your own, Hospitality Suite open.
- Thursday 9/23 Tech Sessions, Driving Tours, Amish Country, Wine Country,
Competition events: Auto Cross/ Hill Climb/ Track/ TBA.
7-11 pm.: Rock and Roll Hall of Fame Welcome Dinner and tours of the facility,
- Friday 9/24: NASA Glenn Research Center tour, 10 a.m. first 40 people, first come first serve.
Tech Sessions, Lolly the Trolley Tours for Spouses.
Open Houses at Stoddard, Panel Works, Marshall Goldman Motor Sales.
6 p.m.: A visit to Chagrin Falls Ohio, a quaint New England village with wonderful restaurants,
shopping, walking. Impromptu car show, city will allocate parking to our member cars.
- Saturday 9/25: Concours at Beechmont Country Club,
Awards Banquet at the Marriott.



356 MOTOR CITIES GRUPPE BOARD MEETING MINUTES 01-09-10 Held Stuart Tool By L. Dunham

Attendance: Board members, Sebastian Gaeta, Barbara Skirmants, Lanita Dunham & Dave Preston, Tom Hudson, Treasurer- Teri Hudson, Secretary-Lanita Dunham.

Call to order by president, Sebastian Gaeta at 10:AM. Welcome of new board members, Tom Hudson, Sebastian Gaeta & Lanita Dunham. Installed new president Dave Preston, who resided over the remainder of the meeting. Tom Hudson was chosen by the board as the new vice president. The remaining officers will remain as they are.

Auspuff Roar: Dave Preston officially handed the editorship to Sebastian Gaeta who had a quote from DiggyPod, that will save a considerable amount for printing. His 1st issue is out. Sebastian, Dave and Barbara have a large supply of back issues, which they plan to offer to new members, any number of them that they may want.

Financial: Teri Hudson: Had a detailed spreadsheet report and it was approved. She will soon be rolling over the CD. Advertisers will be invoiced as in the past.

2010 Calendar: Dates were filled in for our annual events. Lanita will type up a clean copy for the board. Also includes SEM dates and other local events.

2010 Hall of Fame nominations: Three members were selected, to be announced at the upcoming 30th Anniversary

celebration. Reminder of 2009 recipients: Ron Roland, Fred Sheill, Gottfried Hogh and Tom & Melody Youk.

Chili Cook-off: Barbara Skirmants: All set for Leon & Lulu again. SEM is invited. Date of Feb. 13, 5:30 to 7 PM. Chili, beverages, sides and desserts.

30th MCG Anniversary Celebration: Sebastian Gaeta: Has a date of July 31, to be held in Depot Town, Ypsilanti, to include tours of two museums and a sit down dinner. Will have special area to display cars. Sebastian will do pricing based on the cost of the meal. This will be an alcohol free event. Dress to be office casual and comfortable. Lanyard name tags will be made for guests.

2010 Holiday Party: Dec 5: A discussion of a possible new location needed to spur more interest in the annual event. Dave Preston will check with Denyers as to cost of Canterbury (which we are very pleased with) and look into other possible sites.

2010 Driving Contest: Dave Preston: Will continue this event, winner will be announce at Holiday Party.

Membership: Barbara Skirmants: 100 paid members and 13 complimentary members.

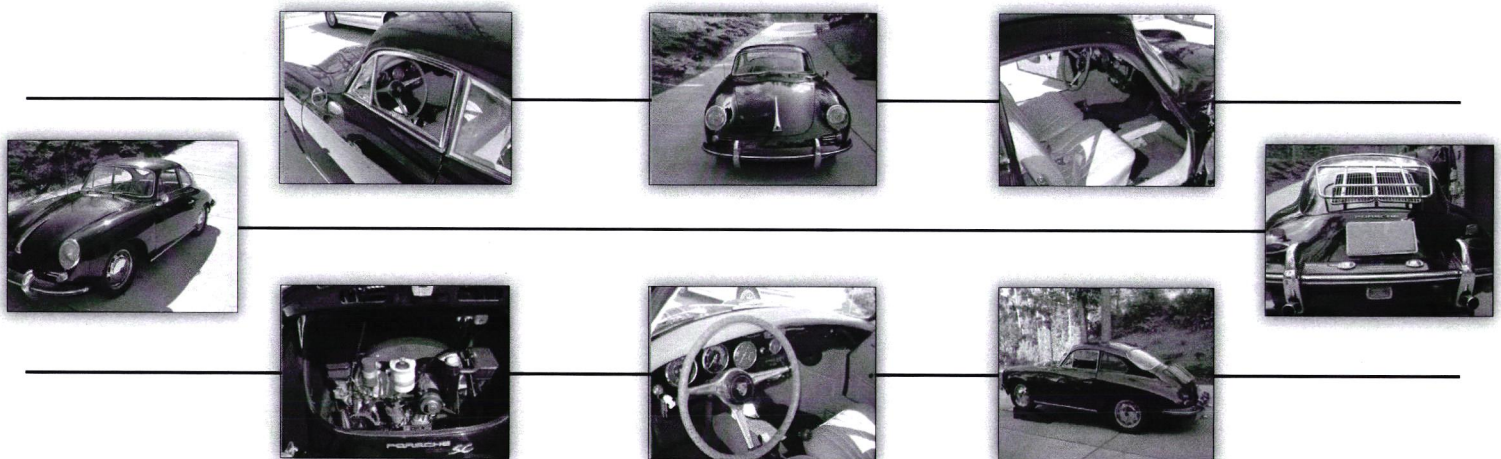
Spring Tour: Sebastian Gaeta: May 16.

Fall Color Tour: Beecher & Preston: Oct. 2-3.

Have an invite to join SEM, Sat. April 17 Swap meet at Porsche dealership, Grand River, Farmington Hills. Call Dave Burton for a table @ 248-357-7000.

For Sale 1964 356 SC Coupe. Black with Tan Leatherette. This is a true SC coupe, with matching engine and transmission. It has been restored to a nice driver level. Very solid. Sold in 1995 at the Monterey California auction and subsequently found its way to the south central USA. Chrome wheels and luggage rack. Car is located in Ann Arbor. Indoor heated storage provided through May.

Contact Dan Mazur 734 323 6601 dmazur1@msn.com



356 Literature (and Misc) Collection for Sale

Registry & Club Newsletters, Manuals, Literature, Holiday Programs - Badges - Videos, Posters, Group Photographs, Tools, & Misc. items.

For Complete Listing and prices contact Fred Sheill at fredsheill@live.com

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



Sebastian Gaeta
4070 Brookview Court
Ann Arbor, MI 48108

Member 2013

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