

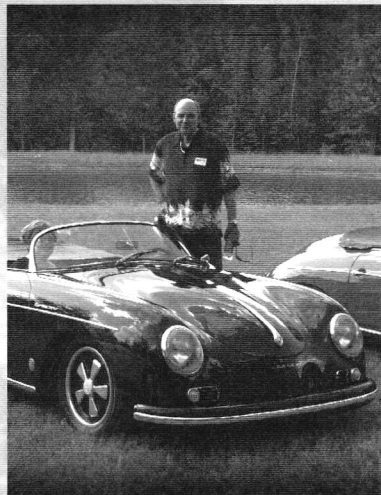
Auspuff Roar



June/July 2004
www.356motorcitiesgruppe.com

ON THE COVER:

Heath and Kathy Hurlbert in their Outlaw Speedster at the 2003 Gruppe Picnic held at Vic and Barbara Skirmants' home in North Branch.



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 are \$20 per year due at the first of each year. Advertising rates per issue are as follows:

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Full page—\$85.

Please send membership dues or change of address to:

Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461.

Please send materials to be published or advertising copy to:

Sebastian Gaeta
4070 Brookview Ct
Ann Arbor, MI 48108

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A few hundred NOS 356 parts from an independent Porsche repair shop.

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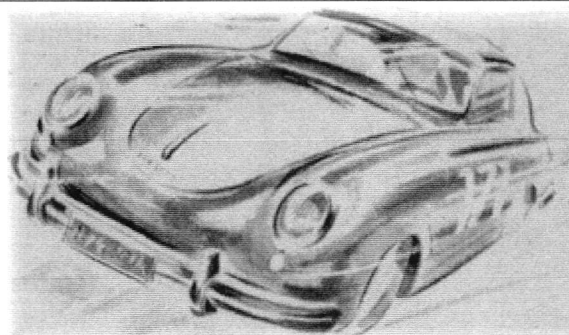
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PRESIDENT'S LETTER



Here it is in late May as I write this and we're coming into the "meat" of the Porsche season. If it ever stops raining, this could be a GREAT Porsche summer. Judging by my mail and the SEM Porsche Club and the 356 Motor Cities Gruppe calendars, we could overdose on Porsche activities. June 6th was our second annual Dinner Cruise hosted by the Sebastian & Narmeen Gaeta and the photo you see below of Sue and I in the SC was taken there by Gottfried Hogh. The following weekend was the Stoddard Imported Cars Swap Meet in Wilmoughby, Ohio and Coming up are: Porsches to Pinckney (a relatively new event that has drawn large crowds and great times), the Auburn Porsche Swap Meet in Indiana, the Porsche Parade in Ft. Worth over the 4th of July (UGH!!!), Southeastern Michigan's Club Race at Gingerman Raceway in South Haven, both Club's picnics, etc., etc., etc. And together with the fact that Sue & I are first-time grandparents (A BOY!!!) and planning another family wedding, our weekends are filled.

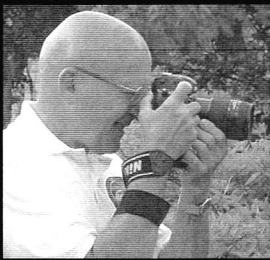
There is a large group of MCG members who are attending the Speedster Anniversary celebration in Monterrey, California next month. There is at least one full truck load of cars heading west from here; Dick & Shirley Gobba's black Speedster, Heath Hurlbert's Speedster and his America

Roadster, Diane Burton's Roadster, Loren Shook's Speedster, Vic Rivera's Convertible D and his Roadster and I know that I have forgotten somebody (sorry!). Plus, there are a few who will be attending the event but not taking a car. It sounds like a ball and I'm envious.

But the one who tickles me the most is our good friend, Mike Robbins, from Indiana who will be driving his Speedster to the event and on his way back home will just swing through Ft. Worth to attend the Parade. That's nearly 5,500 miles, folks! In a Speedster that he's owned since new and has accumulated well over 500,000 kilometers. Years ago, Porsche would give out fancy car badges to owners who's cars passed 100,000 kilometers. When Mike's passed the 300,000 mark, Porsche hadn't had anyone do that, so they had a special one made up for him. Same thing happened when he passed the 400,000 mark and I'm anxious to hear about what he'll have for the 500,000. Those of you who frequent the 356 Talk line are very familiar with Mike, as he's a frequent contributor. His black Speedster is an eye-catcher, for sure, and people are just blown away when they see his badge on the back. Now there's a Porsche Guy!

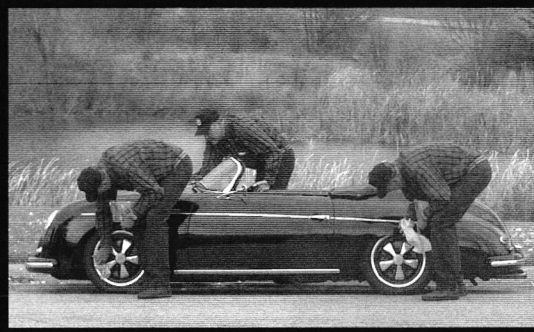
DENNIS DENYER





Photographer's Perspective

by Gottfried Hogh



Tub Snap shot or Porsche 356 Photosession?

It was the end of last October that Heath Hurlbert and Richard Hinson came to the U of M Matthaei Botanical Garden in Ann Arbor, with their respective 356's. I had arranged the photo session with Heath after the June 2003 Skirmants' Summer Picnic and Open House, but it took a bit longer than I anticipated to finally get together. Having Richard accompany Heath on that drive outing and photo session was an added bonus from my perspective. I had taken some photos of his red Convertible D on a couple of previous occasions, but I would classify the results from those instances as opportunistic snapshots. This time it would be a somewhat more organized and directed session.

As part of the photo session, I set up for medium speed drive-by photos. In these photos, the hand-held camera pans or follows the car moving more or less perpendicular to the lens axis. By setting the shutter speed quite low, in the 1/50 to 1/125 second range, and by stopping down the lens aperture correspondingly from f/16 to f/32, one can affect an intentional linear blur of the background. This gives the visual sense of speed. The trick is to minimize the motion of the lens relative to the moving vehicle during that quite long exposure time. Remember, a 32 mph vehicle moves about 12" to 5" during that shutter time range. The camera lens must track the car to within a small fraction of an inch for the latter to appear sharp against a blurred background.

During this dynamic portion of the photo session it was very convenient and efficient to have more than one car drive by. I could take one or more shots of the first vehicle and then correct for recognized problems by the time the next car came by. For this type of shooting, it is even handier to have a rapid sequencing digital camera or a motorized 35mm film camera (with a generous film budget).

The results of the drive-by segments of this photo session are on the bottom left corner of this page and on the cover the previous issue of Auspuff Roar. The cover photo of Richard Hinson's Convertible D was the last frame and only relatively sharp one of a series of half a dozen sequential exposures taken on one pass. The passenger side corner frontal view of Heath driving his low-slung Speedster down the Matthaei Botanical Garden drive was the second in a series of five, and again, the only reasonable sharp image of sufficient quality to be printed here (see below, left photo).



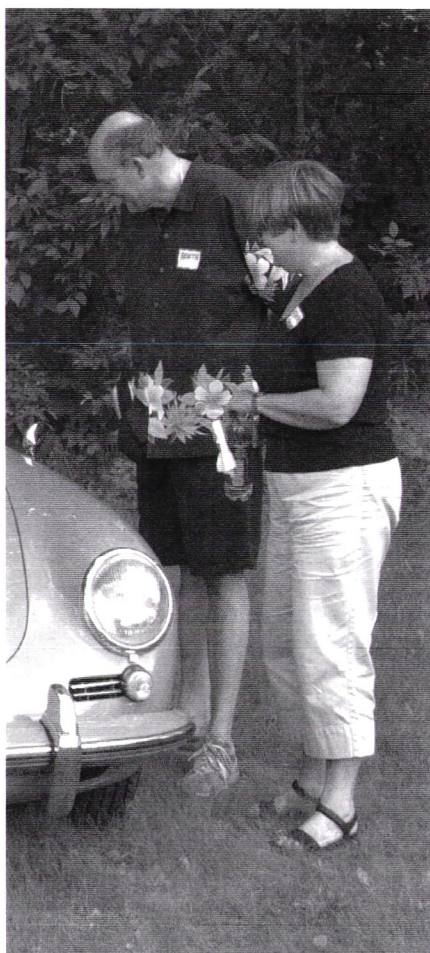
This is a premeditated photo, a small part of a larger photo session that was planned. Well, the planning may have been a bit loose and ragged, but it is not an opportunistic snapshot, as are the driver's side views of Heath's Speedster on the bottom of the following page. Both of the latter (as well as the cover of this Auspuff Roar issue) were shot at the Skirmants' Summer Picnic. These are classic snapshots, and very little planning and preparation on my part went into them. Sure, I had in mind the task to document the Skirmants' summer picnic event and their new residence for the newsletter and the Gruppe website, but the photos themselves 'just happened' as the scenes developed in front of my camera. Little or no thought went into process of deciding to lift the camera to eye and snap away.

Now you might think that the well planned photo session yields more and better images. Reviewing some of my photos arising from the two shooting modes I come to an indeterminate answer. It appears that I have just as many duds and failures in the one mode as in the other; the frequency of really good results is as low under the snapshot method as it is in well planned photo outings. About the



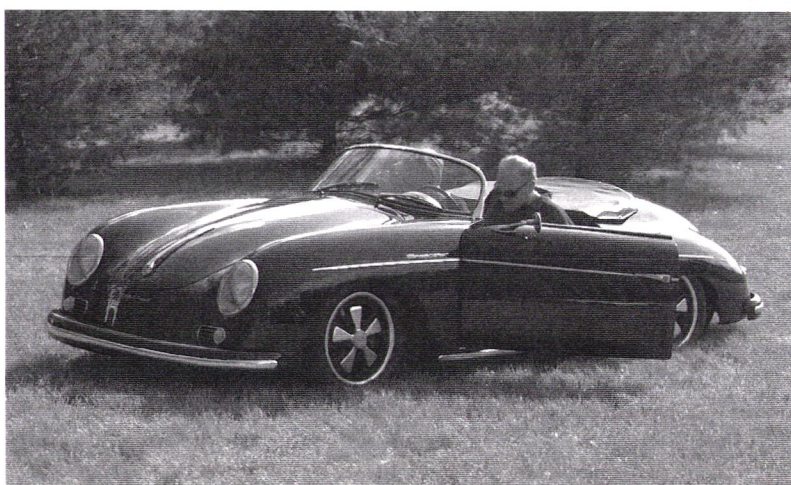
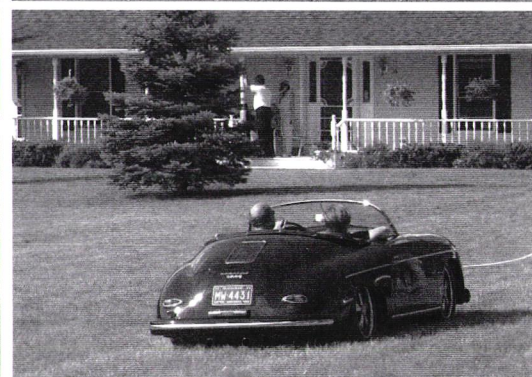
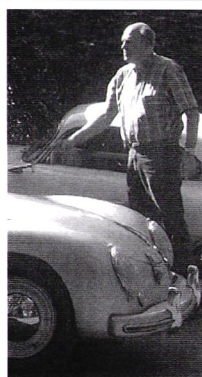


only difference is in the variety of poses and the formality or immediacy of the results. There are several methods I employ to make certain that I obtain at least a reasonable yield of useable images in either mode. First I consciously attempt to vary the viewpoint and the focal length of the lenses I mount on the camera. That is easier done during a planned session. Second, in my mind there lurks a brief check list of (more or less standard) views I attempt to capture. There are the usual quarter front of the driver side and quarter rear of the passenger side, which I've come to view as almost obligatory after Sebastian requested that standard perspective for the "Zen of Neat'O" labeled views. A simple side view is also obligatory. And in the end, I listen to the owner of the tub extolling the best points of the type and make an attempt to translate that form to a digital image.



To the point of this discussion, I have an ambivalent view of the 'snapshot' vs. 'formal photograph' dichotomy, if that exists. I've presented my view as a bimodal distribution of one practitioner's (mine) approach to the subject, rather than the image output characteristics of different types of photographers, amateur to professional. There are and I've seen good and bad images in both categories. I've contributed some of both, good and bad, snapshot and studied formal photographs to the pile of images in this publication.

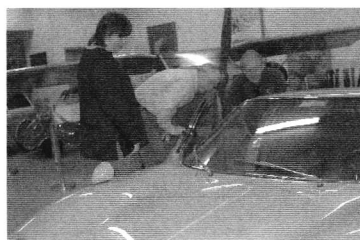
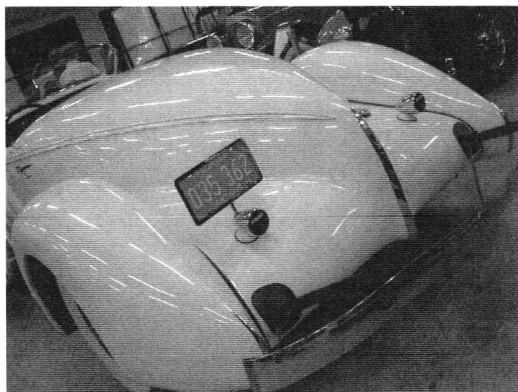
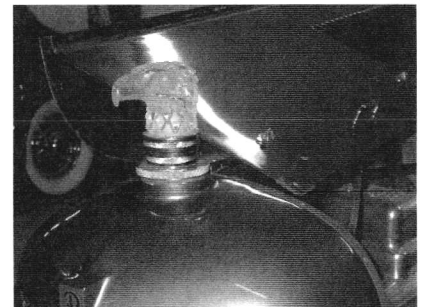
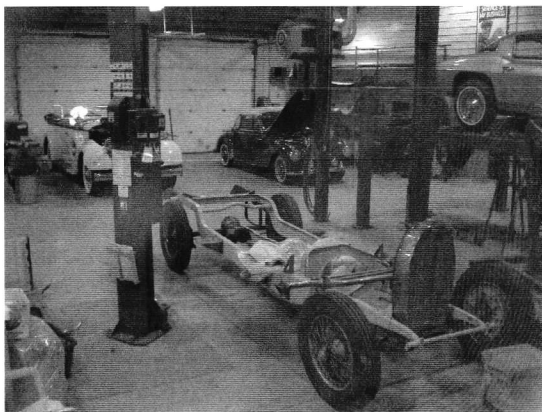
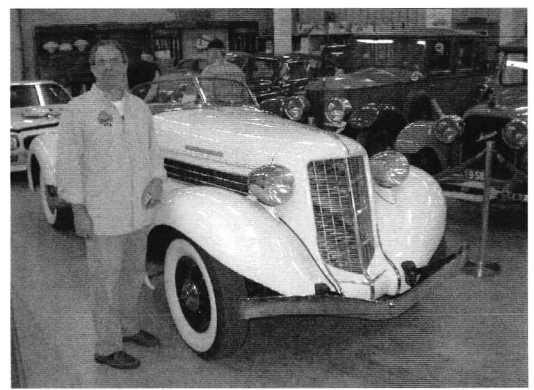
In the final analysis, it is the quality and clarity of the message the photograph conveys that is the arbiter of its value. Do you get a sense of the quality in Heath's lowered Speedster? . . . a sense of the 'pride of ownership' his smile expresses? . . . a sense of the industry required in maintaining the clean exterior (as expressed in the whimsy of the second title image)? Do these images portray our values and viewpoints when it comes to the Porsche Type 356?



A group of approx. 20 cars gathered at Windsor Crossing for a drive to Chatam, Ontario and R & M Restoration May 16th. Although the only Grube members attending are also SEM members. Once we reached R & M, we were given a tour in the viewing hallway and our host explained many things about R & M. It's evident that none of us will be taking a car there, as the cost is steep. We were then shown the showroom which contains cars that will be sold at auction. The variety of cars was very interesting, and we all picked our favorite (if we were going to buy). Then it was off to a wonderful Italian restaurant. It was a great day to be out in our Porsches and see other great cars, that are being saved and restored for the future generations. Many thanks to John Denyer for putting together an event that got the year off to a good start.

Lanita Dunham

Spring Tour to R & M Restorations



Porsches to Pinckney 2

www.porschestopinckney.com

MORPCA announces Porsches to Pinckney 2 or *P2P-2* **Friday & Saturday July 30th –31st, 2004**. This is a low cost relaxing social event comprised of Porsche enthusiasts from about 10 region clubs joining together in Pinckney Michigan, near Ann Arbor. The event is based upon making new acquaintances and renewing old ones and sharing a mutual love for Porsches. Last year 89 cars participated officially while 116 attended the event.

If you attended *P2P-1* please invite one more car and passengers to this year's event. Our goal is 200 cars!

The *P2P-2* schedule is:

Friday July 30th - meet on the town square beginning 2 - 5:00PM. Name tags and vehicle sheets will be available in the gazebo. Socialize and enjoy welcoming other cars as they arrive

Friday evening 4-8 PM - happy hour and dinner at the Blue Martini - casual upscale dining, *awesome* steaks, great bar and live entertainment 8-11PM www.thebluemartini.com

Saturday July 31st - activities will be held on the square including a "Shine and Show". All in attendance are automatically entered. \$5.00 donation for "Peoples Choice" ballots with proceeds going to the Pinckney Skate Park project. Various classes will be judged on the "peoples choice" votes with awards for each class presented Saturday evening at the Blue Martini. Sat afternoon there will be a **fun** driving tour with **fun** surprises. Finally a several mile driving parade of Porsche cars before dinner. We hope this will be the longest moving lineup of Porsches ever seen in MI and maybe the entire US!

Saturday evening -6-9PM dinner at the Blue Martini. A very special live Blues act will rock the house at 10PM!

Porsche is Featured Marque at 10th Annual Glenmoor Gathering

The 10th annual Glenmoor Gathering of Significant Automobiles (www.glenmoorgathering.com) is scheduled for September 17-19, 2004. Though the official concours is held on the golf course on Sunday the 19th, we also like to feature a European marque exclusively on the front lawn. Last year's display of 85 Ferrari's was impressive. **This year's selected marque is Porsche**, due to the appropriate date with Dr. Porsche's birthday. I would like to invite the Motor Cities Gruppe to Canton, Ohio to participate in the Porsche display. We're hoping to make it the ultimate Drive Your Porsche Day destination. Go to www.glenmoorgathering.com for more info.

Myron Vernis
Gruppe Member and Glenmoor Gathering official

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Hershey 2004

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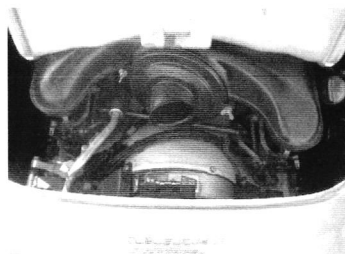
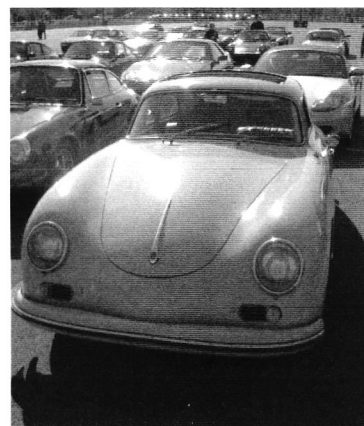


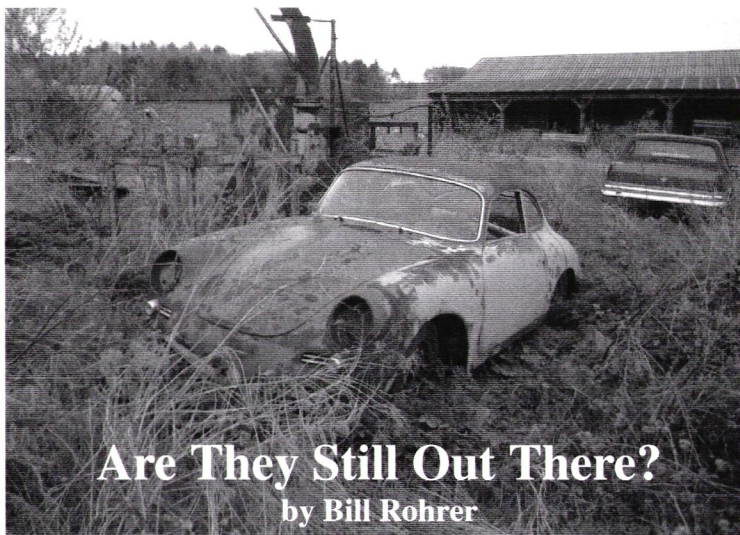
It figures. The one year that there is a scheduling conflict within the Porsche ranks—the one year that Rennsport Reunion and the Hershey swap are scheduled for the same weekend—and the weather was perfect in Hershey. This terrific event, held the 3rd weekend of April each year rain or shine, is typically more rain than shine. But this year was different. Not too cold, not too warm, it was *juuust* right. There was also the right amount of sunshine—lots.

In spite of the gloom and doom predicted by many as to the quality of the event, since all of the “big hitters” would be at Rennsport, I would call it one of the best in recent years. Was attendance down? If it was, it was not enough to tell. How about vendors? Were there fewer? Again, not enough of a decline to tell.

Bill Rohrer and I even had a little adventure on the way home. I spotted a T-6 coupe off the turnpike a few years back and, well, you can read about it on the next page...

SEBASTIAN





Are They Still Out There?

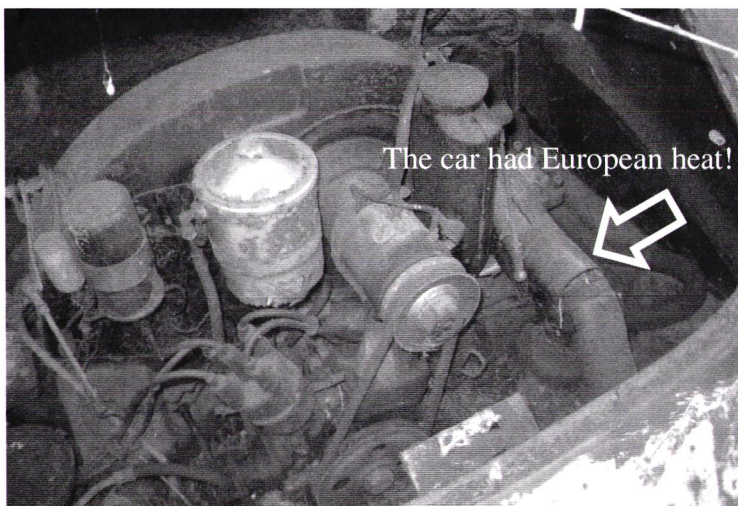
by Bill Rohrer

Remember the Porsche advertisement from the late 1980's – the one with the "Speedster in the barn" theme? The ad went on about a young man leaving the car in the barn while he was getting involved in Military service, then college, marriage, kids etc., never returning to resurrect his beloved Speedster. You come along, find it and try to work a deal with the man's aged father: "would \$500 be too much?" he asks. And then you wake up.....

I expect we have all had this fantasy multiple times, and very, very few of us have not been dreaming.

Sebastian and I were fortunate enough to locate a forgotten 356 while en route to the Hershey swap meet on April 24th. We were on the PA Turnpike (one of the World's worst roads in my opinion – we decided to rename PA the "Cluster" State) heading toward Hershey. At one point, Sebastian said he thought that he had seen a 356 in a farmyard the previous year, and was musing about finding it as we went. Like a hawk, he spotted the car as we cruised past at about 80 mph. There was no exit handy, and we wanted to get to the Carlisle Swap before dark, so we made a mental note to try to see the car on Sunday.

As you can see from Sebastian's article, the gods were kind



The car had European heat!

and provided a perfect day and some really good shopping for the Hershey Pilgrims. We were already planning next year's trip as we squeezed my little Focus between the semi trucks and the concrete barriers through the PA mountains (plenty of adrenaline rush for a mere \$9 turnpike fee – PA's idea of a thrill ride, I think). As we approached the area where we had seen the 356, we slowed a bit and searched the side of the road. At last we caught a glimpse of the car, and pulled on to the shoulder (such as it was). Climbing over a mostly fallen wire fence, we approached the farmyard with an eye out for junkyard dogs and potentially hostile farmers. We nervously, though quite excitedly, began snooping about the car, hoping we had at last realized the ultimate "Porsche in the Barnyard" fantasy. Then we woke up.

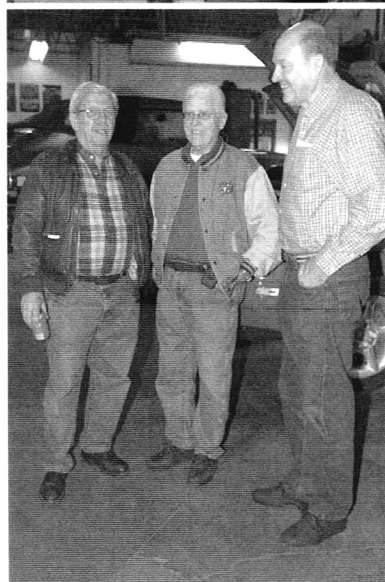
Not a Speedster or Cab with a hardtop. Not a forgotten Carrera Coupe. Sadly the car was a T6 coupe that appeared to have been rusting in the field for quite some time. But – since the car is largely complete, we spent the next half hour hiking around the area to locate the owner and see if maybe we could pick it up for parts. After finding the owner's kids at one house, who directed us to his wife tending the cows in the barn in the next farm, we were directed to the man on the lawn tractor at "the little brick place about a half mile up the road." By the way, "you can drag all thirteen of his junk cars out of here for free as far as I'm concerned. He'll never get around to fixing any of them."

Wondering if the PA State Troopers would impound the Focus on the side of the Turnpike, and realizing we should have taken our wallets with us or at least locked the car, we decided to make the trek to find the owner. As we approached, the man on the tractor waved and continued cutting the lawn. We climbed the steep hill and walked tentatively in to the yard, hoping the fellow was as amiable as his wave had portended. Happily, Paul was a very nice fellow, and told us that he had acquired the car while in college (about twenty-five years ago). We talked about cars and Porsches in general and then asked the inevitable question – was he willing to sell the car? Sebastian, at his ingenuous best, said that he and I were "trying to fix one up" and could sure use some parts.

Is the ending happy? Did we pick the car up for twelve bucks? Nope. Paul still loves the car, and is "going to get it back on the road one day." We were disappointed, but we can understand how hard it is to let go of a beloved 356. Not a total loss, though. We did meet a nice fellow 356 fan, had a big adventure and the Troopers didn't tow us away. I guess we will have to keep looking for the fantasy car.

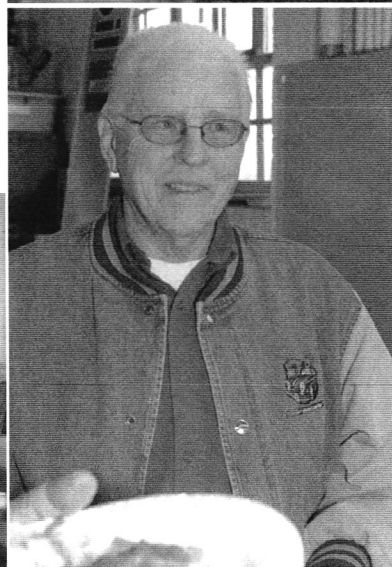
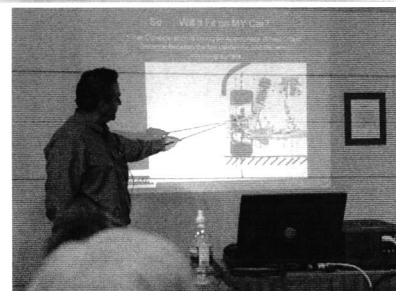
By the way, Doctor Block – Sebastian did have the presence of mind to get you the serial number. Unfortunately, I lost it on the way back. We'll stop and get it next year!

Munk's Porsche Love In



A meeting of the Porsche faithful . . .

On May 8th, 2004 Munk's Motors, 3080 West Huron (M-59), Waterford, MI held an open house (garage) with Porsche as the featured marque. A variety of Porsche types were brought by the attendees, including three Boxsters, a number of 911's, 944's, 914's, and several 356's. Among the Gruppe members present were Dick Beecher, Dave Burton, Jack Chamberlin, John Chatley, John and Dennis Denyer, Mike Heilmann, Heath Hurlbert, and Bill Saunders.

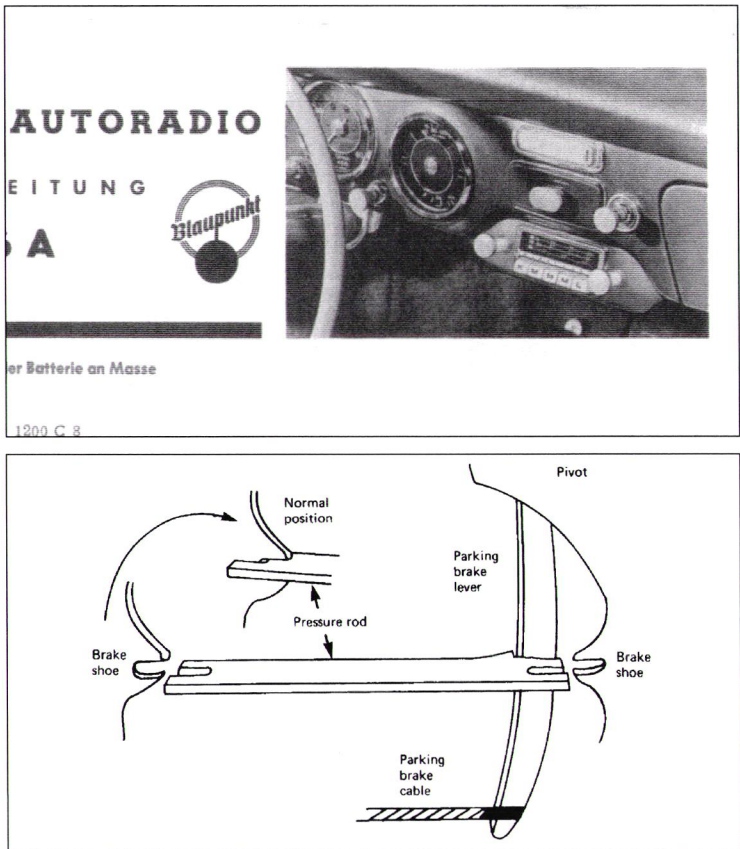


Corrections

It has been brought to our attention that the last two issues of *Auspuff Roar* contained errors.

While reading the Literature article about the instructions for installing a Blaupunkt radio in an "A", Bill Block noticed my comment about the combo gauge being in the wrong place, and how even back then owners were not immune to personalizing their cars. Doc says that if I had bothered to note the position of the ashtray in the illustration, I would have seen that it was an early car, and early cars *did* have the gauges in the position as illustrated. He told me I made his day when he saw that one

Vic Skirmants commented on the article about out of round brake shoes and a pressure rod that kept falling out of its resting place on a drum brake car. It seems that while the author of that story's advice was to just live with the quirks of our unique little cars, Vic's advice was to properly adjust the parking brake so that the pressure rod no longer falls out. Thanks guys!



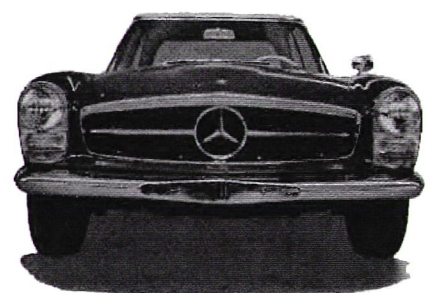
International Stars

All German Summer Picnic and Show 'N Shine Benefiting the "Make A Wish" Foundation

Sunday, July 11, 2004 -- rain or shine, from 11:00 am to 3:00 pm. at the German American Shooting Club, 2650 Auburn Road, Auburn Hills, MI.

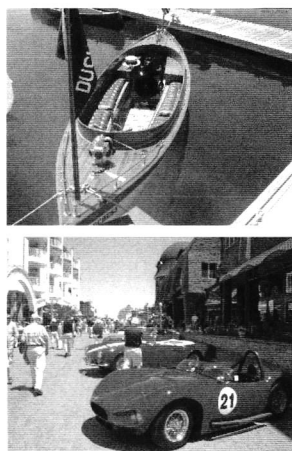
Bring your Mercedes, Porsche, or BMW -- old or new, classic or modern. The Mercedes Club will provide and grill the bratwurst. People's Choice voting for both the cars, and the side dishes and desserts. Bring a dish to pass and a cooler with your own beverages.

The cost is \$12.00 per person (cars are free). Contact Linda Mahac at 586-754-2323 or email: keyunfrm@flash.net Please RSVP by July 7th. Profits from the event will go to the Make A Wish Foundation.



MOTOR CITIES GRUPPE CALENDAR

June	19th-20th—Bay Harbor Concours. See this Page.
July	17th-1st annual Auburn Cord Dusenburg Museum Cruise/Porsche Lit meet. Following day is the 3rd annual Auburn All Porsche Swapmeet. See pg 13. 30th—Porsches to Pinckney. See Page 11.
August	22nd—Gruppe Picnic, Barb & Vic Skirmants Host this annual event.
Sept.	17th—19th 10th Annual Glenmoor Gathering. See Page 11. 19th—Ferry Porsche's Birthday 26th—Horsepower Hollow 100. 29th-Oct 3rd—356 Registry East Coast Holiday.
October	TBA--- Annual Fall Color Tour.
November	Open
December	5th—Annual Holiday Party, Baker's of Milford.
January	Open
February	Open



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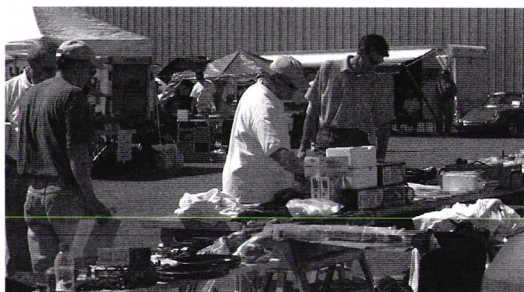
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BOSCH SERVICE

1st Annual Auburn-Cord-Duesenberg Kruse Porsche Auction Midwest All Porsche Swap Meet Cruise



Meet at the Home of Sebastian Gaeta on Saturday, July 17th. We will cruise the back roads to Auburn Indiana and Check out the Auburn Cord Duesenberg Museum. That night is the Midwest Porsche Literature and Model meet, the precursor to the Midwest All Porsche Swap Meet held the next day, Sunday, July 18th. Also that day is a special Porsche Auction held at the Kruse auction house right there in Auburn.

Please contact Sebastian at
734-662-4288 for more info





The Zen of Neato

by Brad Richards

1948 Gmünd Coupe

Last year I had the great pleasure of photographing Chuck Stoddard's 1948 Gmünd coupe at his home in Ohio. The car is flawless and its purity may only be appreciated while viewing in person. Hopefully these photographs will give you a taste of what I was able to experience first hand. And what a great car for Brad to analyze!

The following are excerpts from Chuck's application to display the car at the 1995 "Eyes on Design" show here in Detroit. Enjoy.

Gottfried Hogh

"This is the oldest known Porsche automobile. It is the 4th car built. The body was hand formed of aluminum over a wooden buck, in Gmünd, Austria - where Porsche (Porsche Konstruktionen G.m.b. H.) had been hiding during the later part of WW II. The body Serial number is actually 009; (5 chassis were later completed by various coachbuilders). In those days, numerical order did not follow chronological order."

"I have the original sales documents, obtained from the original owner, complete with Austrian tax stamp, signed by Porsche's comptroller (Karl Kern) - all have been authenticated at my request, by Ferry Porsche."

"Officially, it is a '1948 Porsche, type 356/2, Gmünd Limousine'. The term 'limousine' was used purely to glamorize the car, because a car bearing the simple name of Porsche was essentially unknown, at that time."

"The car has recently been accurately weighed - 1470 lbs., complete with gas, oil, & spare tire."

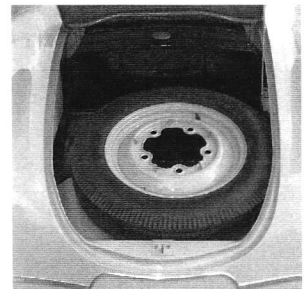
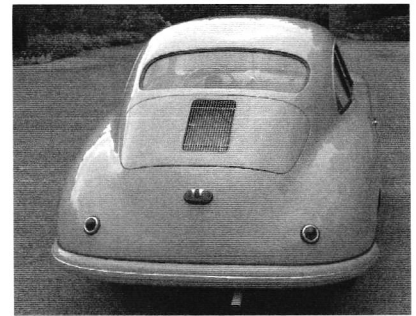
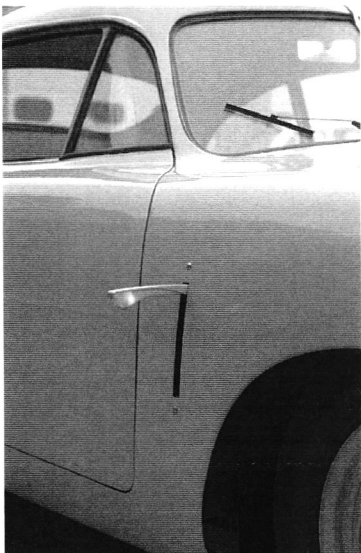
"The engines & transmissions used in these cars were assembled from parts salvaged from WW II military (VW vehicles - remachined & modified. Displacement is 1093cc, 44HP, 4-speed crash box, mechanical brakes. Door latches, misc. hardware, etc. were all hand fabricated - even the speedometer is hand-lettered. I researched this car to the extent to have interviewed- (with photo & autograph) the technician who actually assembled the engine, & also the man (a boy at the time because he didn't weigh very much) who drove the car to the Austrian motor vehicle authorities for inspection (& curb weight with driver) - necessary documentation for highway registration. Top speed is nearly 150 kph/90mph."

"Professor Porsche's conception of a 'sports car' was that it had to be light weight, aerodynamic, & efficient (low fuel consumption). His chief body designer was Erwin Komenda, who free-hand conceived the shape of the body, & its details:

- a)- integrated, telescoping bumpers
- b)- flush door handles
- c)- flush roof drip rails
- d)- smooth underbody/floor pan

This work was done in seclusion in an old sawmill building, with minimal tools & equipment. In approx. 1975, when the Porsche factory had built its own wind tunnel for testing, it was decided, just for curiosity, to test one of these cars. It was found to have a Cd

(Continued on page 16)



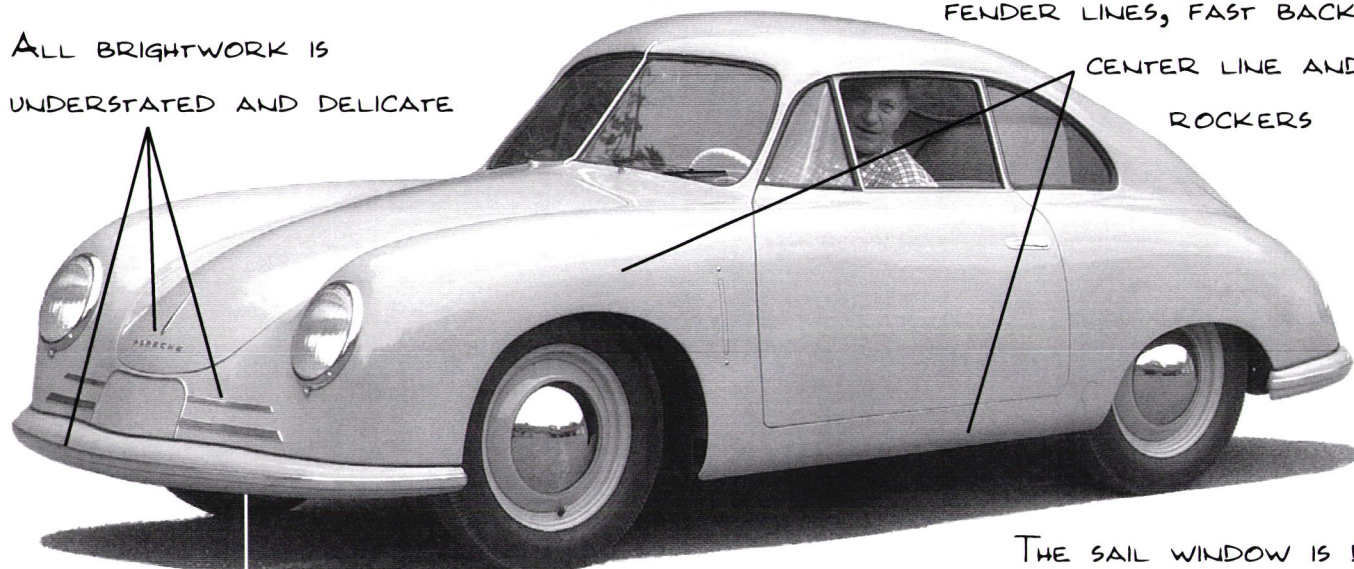
CLEAN, CLEAN, CLEAN. IF YOU TAKE THE BERLIN TO ROME RACECAR AND A PRE-A COUPE AND PUT THEM TOGETHER, YOU GET A GmÜND COUPE.

IF YOU STUDY THE CABIN YOU WILL NO DOUBT SEE THE BERLIN-ROME RACER.

ALL BRIGHTWORK IS UNDERSTATED AND DELICATE

MOST OF THE CLASSIC 356 CUES ARE IN PLACE. SWEEPING FENDER LINES, FAST BACK

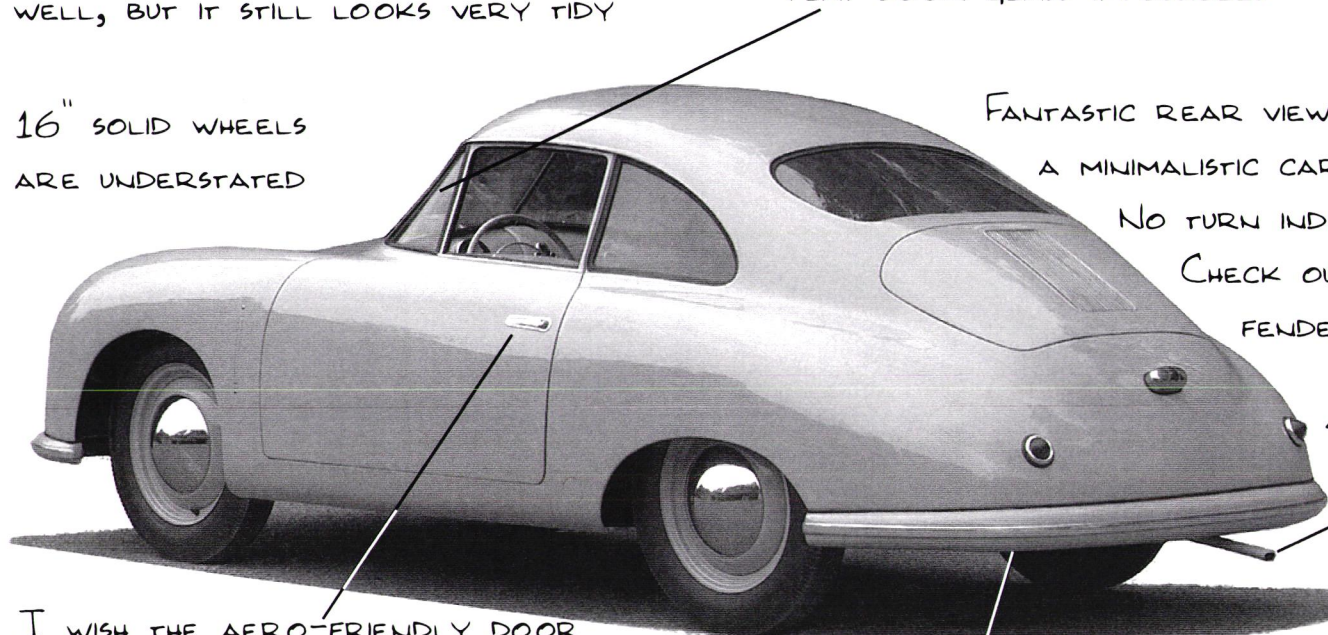
CENTER LINE AND LOW ROCKERS



NOTICE HOW THE NOSE DOES NOT ROLL UNDER LIKE THE LATER CARS—THE ROLLED ROCKERS DON'T SEEM TO INTEGRATE VERY WELL, BUT IT STILL LOOKS VERY TIDY

THE SAIL WINDOW IS DUE TO THE PLAN VIEW SWEEP OF THE BELT LINE. IT WRAPS FAST INTO THE NARROW WINDSCREEN, MAKING ONE-PIECE FLAT DOOR GLASS IMPOSSIBLE.

16" SOLID WHEELS ARE UNDERSTATED



FANTASTIC REAR VIEW! ALMOST A MINIMALISTIC CAR! WAIT! NO TURN INDICATORS? CHECK OUT THE FENDERS!

I WISH THE AERO-FRIENDLY DOOR HANDLES WOULD HAVE MADE IT ONTO LATER 356's

ATTACHED BUMPERS MAKE FOR A VERY CLEAN LOOK.

44 H.P. LURKS AT THE END OF THIS LITTLE PIPE. 15 HP MORE THAN ITS VW BROTHER!

I LOVE THE GmÜND COUPE! THE SIMPLICITY OF THE DESIGN IS REFRESHING. BUT DON'T LET THAT FOOL YOU—IN 1949 IT WAS STATE OF THE ART.

(Continued from page 14)

of .32, better than any of their other cars, to date!"

"Restoration of this car required 4 years, during which time the documentation of all details were obtained - many from the original owner, still living Vienna, Austria."

"The car has been shown in various events, the most prestigious of which was the 1984 National PCA Concours de Elegance, at which time it won both the Peoples Choice, & First Place overall."

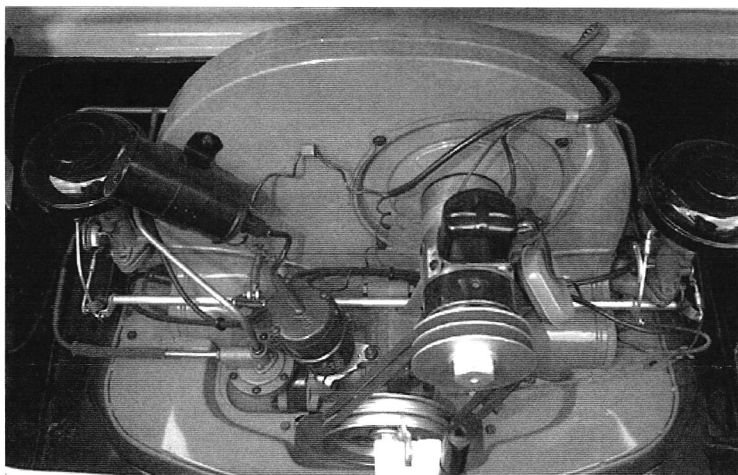
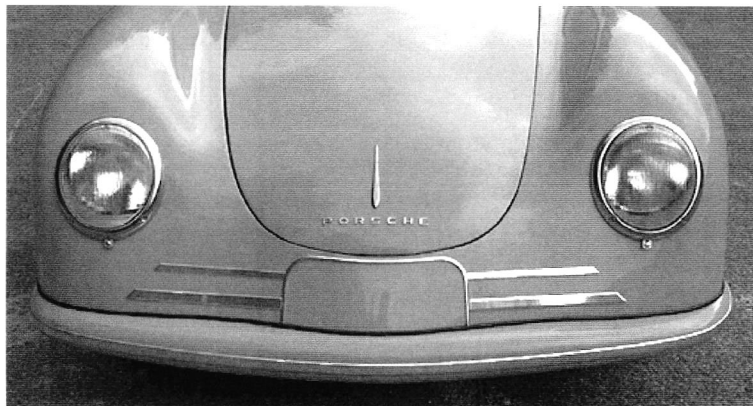
"It is in perfect running order, & is "regularly" driven a few miles a year."

"Although it is commonly thought that there were 50 of these cars built (about 8 known survivors), it can be proven that there were only 46 made, but several serial nos. have been recorded higher than 50. This is because it was economically not conceivable to

scrap the inevitable crashed car in those days - so, the good parts were salvaged & rebuilt into a "new" higher serial-numbered car. This policy still was followed in fairly recent years with their very limited production of racing cars."

"Although these first few cars were essentially 'a trial balloon' to see if the production of a car under the Porsche name was viable, (all previous engineering & designs had been done for other manufacturers) the basic 356 design went on to a total production of about 75,000 cars. This little car became the cornerstone of the now internationally famous Porsche factory, & its even more famous World Championship racing cars."

"Incidentally, the 'type 356' is not the 356th design by Porsche, as is commonly thought. Porsche started numbering his designs with No. 7 (for Wanderer, a forefather of the present Audi), because he didn't want anyone to think that he had not completed any previous projects!"



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17th Annual Stoddard Swap Meet • June 12, 2004

Parts Department will be open during the swap meet!

Part -NO.	Retail	Special	Description and application
356-57-109	\$600.00	\$400.00	"BENT" WINDSHIELD, TINTED GERMAN GLASS, PRE-56 COUPE AND CAB
NLA-503-082-06	\$550.00	\$350.00	RIGHT REAR CORNER REPAIR PANEL 356B, T6, 356C
NLA-503-033-06	\$1105.00	\$750.00	LEFT FRONT FENDER 356BT6, 356C
NLA-503-034-06	\$1105.00	\$750.00	RIGHT FRONT FENDER 356BT6, 356C
616-105-305-00	\$25.00	\$15.00	CENTER BEARING BLOCK BETWEEN ROCKER ARMS
644-551-111-05	\$59.95	\$39.95	TUNNEL MAT (356B) FOR CARS W/ HEAT KNOB IN FRONT OF SHIFTER
644-552-061-01	\$32.50	\$23.50	ASHTRAY FITS 356A, 356B, 356C
644-615-601-06	\$15.00	\$11.00	DOOR SWITCH FOR INTERIOR LIGHT 356BT6, 356C
644-628-720-00	\$37.50	\$24.95	WATER BAG WITHOUT PICK UP TUBE 356, 356A, 356B
NLA-503-011-03	\$422.88	\$375.00	LEFT 1/2 NOSE PANEL 356BT5
NLA-503-011-04	\$422.88	\$375.00	RIGHT 1/2 NOSE PANEL 356BT5
NLA-503-011-10	\$438.88	\$375.00	R. NOSE PANEL INC. FOG LIGHT BRACKET 356BT6/C
NLA-503-011-11	\$437.88	\$375.00	L. NOSE PANEL INC. FOG LIGHT BRACKET 356BT6/C
NLA-503-023-00	\$238.00	\$150.00	LEFT REPAIR PANEL, FRONT 6" OF FENDER AT NOSE PANEL 356B, 356C
NLA-503-024-00	\$238.00	\$150.00	RIGHT REPAIR PANEL, FRONT 6" OF FENDER AT NOSE PANEL 356B, 356C
NLA-701-011-13	\$3.95	\$2.00	EARLY MANN FILTER DECAL "OP 22"
644-502-042-01	\$61.75	\$47.50	LOCK POST, R, "LOW" 3 HOLE STRIKER W/ WEDGE RECEIVER 356A T2 (COUPE)
644-502-041-01	\$61.75	\$47.50	LOCK POST, L, "LOW" 3 HOLE STRIKER W/ WEDGE RECEIVER 356A T2 (COUPE)
644-502-042-21	\$73.50	\$60.00	LOCK POST, R, "LOW" 3 HOLE STRIKER W/ WEDGE RECEIVER, 356A T2 (CAB)
644-502-041-21	\$73.50	\$60.00	LOCK POST, L, "LOW" 3 HOLE STRIKER W/ WEDGE RECEIVER 356A T2 (CAB)
616-108-071-00	\$29.95	\$19.95	BELL CRANK REAR OF FAN HOUSING ZENITH 32NDIX & SOLEX 40PII-4

Quantities are limited. Information is believed to be accurate but not guaranteed

Porsche Swap Meet Vendor Registration Form

Type of Merchandise _____ Automobilia
_____ Commercial Vender _____ Porsche Parts
_____ Porsche Car for Sale _____ Porsche Lit.

Name _____

Phone (_____) _____ Alt. Phone _____

Address _____

City/State/Province _____ Zip/Postal Code _____

Number of 10' x 20' Spaces _____ x \$15 = Total Enclosed \$ _____ Visa _____ MC _____ Disc _____ Amex

Credit Card # _____ exp. _____ / _____

Make checks payable to: **Stoddard Imported Cars, Inc.**, P.O.Box 996, Willoughby, OH 44096 • Payments must be received by June 4th

I knew it was going to be a great trip when saw the warm smile of Vic and Lucy Rivera as I boarded the Northwest jet at the end of January to attend the kick off event of the 2004 Porsche season; The LA Literature-Dunkel's shows. Vic and I caught up on his latest 356 find and soon found ourselves at the LAX gate that was 72 degrees warmer than the one we had left at Detroit Metro. The Denyer boys, Ted Dunham, Phil Kubick, Neil Goldberg and many more Stuart Tool attendees were already in California. In fact, the Motor Cites Gruppe was the largest single group of non-California 356 Registry groups in attendance. Barb Skirmants handed out Dan Christie designed buttons and ordered us to wear them. We followed orders.

Friday morning started out at European Collectibles (1974 Placentia Ave., Costa Mesa, CA 92627 Tel 949-650-4718). Chris Casler opened up his showroom and restoration facility for oohing and ahing. His web page is a favorite haunt of mine and it was great to be able to see the place. Parked cheek to jowl are over two dozen Porsches and exotic iron. An absolutely perfect blue 356 A coupe was on display. It had recently come out of a small collection and had our collective jaws drop when the announced price of \$52,000 was mentioned. Any thought that it was inappropriately priced was dismissed when it was learned that it sold that weekend to a new owner. The rattiest speedster I had ever seen was parked against a wall for \$42,000.00. The only thing worse than the gold (?) paint was the Clyde's Carpet Barn interior. It did not have a top nor would a top have protected anything.

Business took me to San Diego that morning. The Garmin Navigator took Dennis Denyer and the Michigan crew on to John Willhoit in Long Beach and Bill Perrone's shop in Huntington Beach. The funny thing is that Bill Ramsey, Ernie Puskas and the Ohio gang beat Dennis by half an hour using a rental car map instead of GPS positioning. John's shop has a well-deserved reputation for con-course caliber restoration work. It was remarked that Bob Count had never seen three-dimensional black paint before going to Willhoits. Friday evening saw swaps and purchases being made in the

L.A. Swap & Lit Meet

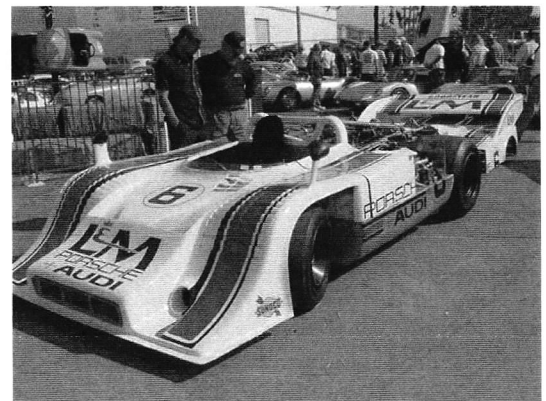
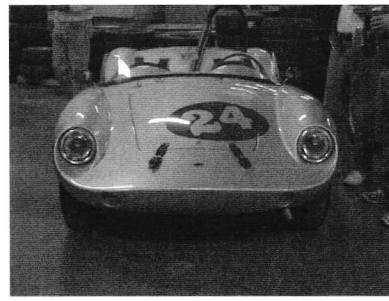
by Michael Heilmann

elevators and hallways of the Hotel. Peter Stuyck was given the number of a special room, told to knock three times and tell the vendor that "Joe" had sent him for the "good stuff".

The Los Angeles Literature Show moved from a small room at the Hacienda Hotel in El Segundo to the LAX Hilton a number of years ago. It has now grown from one basement room to a two-ballroom main floor venue. Hundreds of dealers from all over set up tables on Saturday morning that feature the collectibles that are must haves for Porscheheads. NOS 911 S driving light grilles? No problem, \$1600 please. Do you need an original 906 blueprint for your 906 recreations? Table 102 has it. What about a 4-cam generator wrench? Unsold but still available from mmarkow@t-online.de.

The sheer breadth of unusual collectibles makes this one day show a must see. Prices are high, but steady. \$600 seems to be the price for a C horn ring for three years running.

Every year there is simply one display that takes your breath away and the 2004 show was no exception. Louie Mendez is a LA aluminum fabricator that has started "Los Angeles Kounty Kustom", 13250 E. Florence Suite #3 Santa Fe Springs, CA 90670 562-941-9273. Louie and his brother had a beautiful display of handmade 356/911/912 aluminum Parts against a black velvet backdrop. If you want to put your Porsche on a diet, they can help you out. The

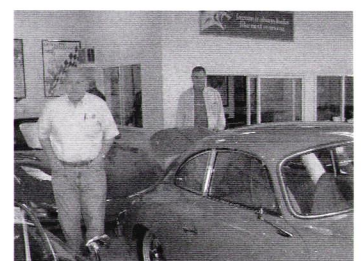
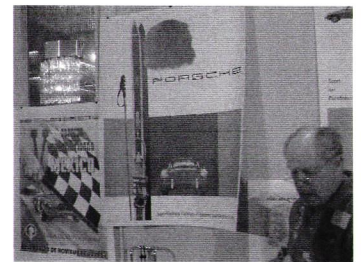
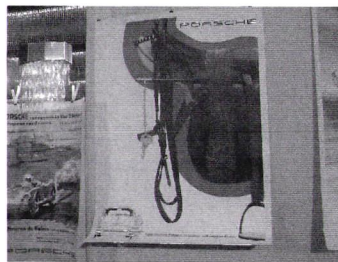
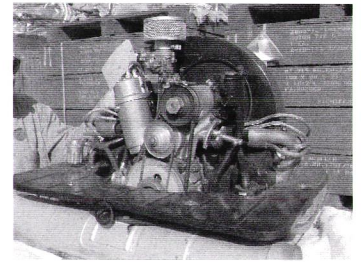
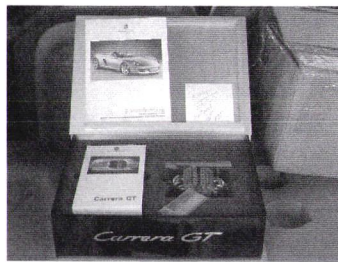
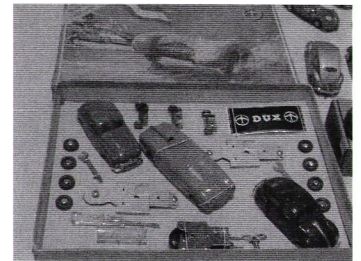
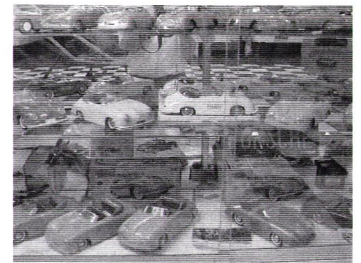


parts feature tremendous detailing. The 356 pre-A bumpers are truly a work of art. The brackets model the original Werkes fabrication. All of the rivets are counter sunk and flush with the surface of the bumper face. They have developed hoods, deck lids, bumpers, fenders and complete doors. They are in the process of manufacturing a bonded aluminum hood frame to replace the kinked one on your car. If you wish, they will do custom tooling on request. They are in the process of making a 550 Spyder rear body for a customer's Beck Spyder replica. The prices are not for the squeamish. The Yoder Power Hammer's work will set you back \$2,500 for a rear bumper and \$3500 for a front one. 356 headlight covers start at \$800 a pair. The quality of the fabrication puts the fiberglass stuff back on the trailer. They had an aluminum Speedster seat that screamed "GT" with the mushroomed rivets gleaming under the lights.

Roland Lohnert was at the Hilton spreading the Porsche-Diesel gospel to the followers and recent converts of Porsche's most unusual product. The Porsche tractors have gone from an oddity to a large part of the Porsche hobby. Roland is well known for building a replica of the Gmünd Werkes 1 in his backyard in Castle Rock Colorado. He has started Porsche Diesel Tractors, LLC to retail Original Porsche Tractor Parts. Visit him online www.Porsche-Diesel.com. The Porsche "schlepper" was a 1 cylinder to 4-cylinder modular air-cooled Diesel Motor tractor. They were painted red and are named the Junior, Standard, Standard Star, Super, Super-Export and Master. Designed in 1937 and built until 1963 in the South of Germany. Roland told me more Tractors (approx. 135,000) were built than 356s and most of them survived. He is a fount of information on the history and technical data for the Porsche-Diesel enthusiast. The preferred fuel is home heating oil. It most closely duplicates the product the tractor was designed to run on. Pump Diesel fuel is good for only two hours per year. You can e-mail Roland at lohnert@worldnet.att.net. I ran into Myron Vernis, legendary Ohio Porsche nut, who just happens to have a shipment of Porsche tractors that recently came off the boat. If you have lusted for a red single seat cabriolet, then this 18 HP Porsche product might fit the bill. Factory Roll bar optional!

Art is an integral part of the LA meet. Jeff Gamble has been a fixture for years. His bronze metal sculptures define movement at rest. I need that in my law office. E.A. Singer brings his perfectly preserved Porsche 356 Posters mounted on fine linen. They present the upscale feel that Porsche sought to convey to potential customers in the sixties. Saddles and Skis join the curves of our tubs in ink and color. LA is an automotive art extravaganza. Michael Jekot traveled west from Minneapolis for his first display of automotive fine art. Michael recently began painting Porsches on canvas and his work can be seen at www.reconstructions.com. He has been invited to join the Automotive Fine Arts Society, which always has a large art tent at Meadow Brook and the Pebble Beach Concours. His paintings are primarily acrylic, although he does work with watercolors. He accepts commissions to paint your loved one; be it a Speedster or a Spyder. My personal favorite work was a large format Limited Edition Print, "Paddock Strategy" that depicts a mechanic alongside the upright 901 transmission of his 911. IT can be viewed on the website. Michael is looking forward to participating at future Porsche events. Call him at 612-929-2017 for more information and pricing.

Bruce Hollander from Hollywood, FL is an attorney and Porsche toy/memorabilia seller. It is rumored that his entire casual wardrobe consists of green and white Quaker State Pit Crew uniforms. He always has the rare and impossibly rarer items for sale. Whether it



is a Gotschke portfolio from the fifties or a set of 356 dinnerware, Bruce always surprises me with his finds. He is now marketing hand built 1/8th scale Porsche replicas from Great Britain. The astounding detail of these cars has to be seen to be appreciated. The real rubber mats duplicate the real ribs in number and scale. The authenticity extends to the Porsche logo on the appropriately shaped key hanging from a slender chain in the ignition. There are no oil drips at the sump either. At the present time he is taking orders for the Speedster, A coupe and 550 A Spyder. Prices are less than a \$1,000.00. Take a look at the photos and see if you can tell that it is a model.

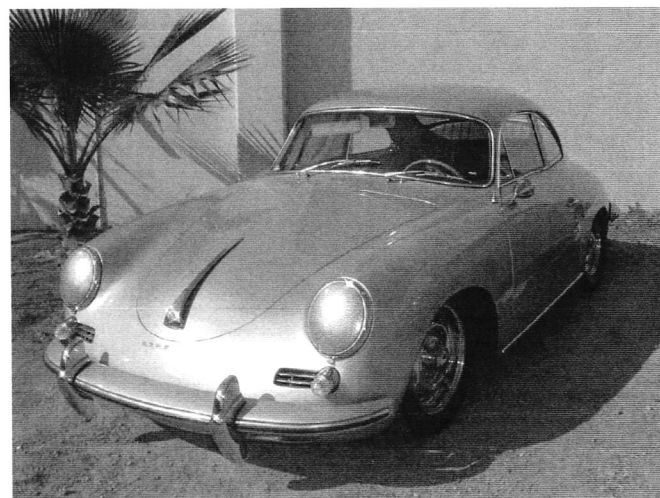
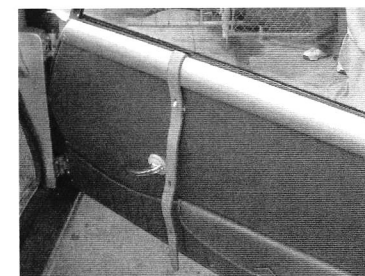
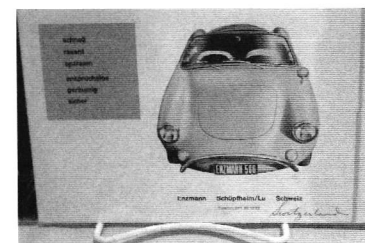
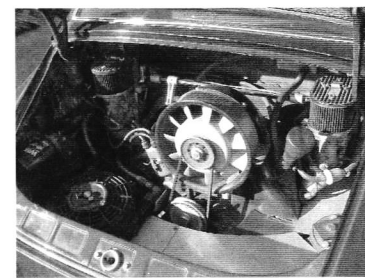
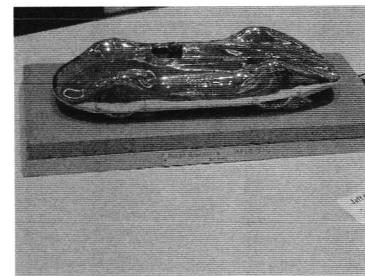
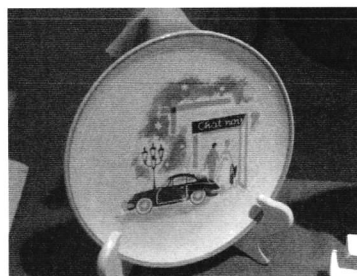
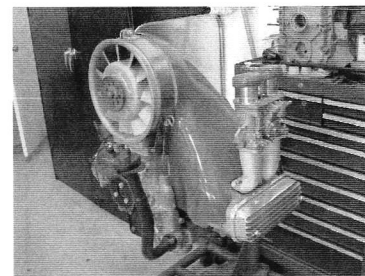
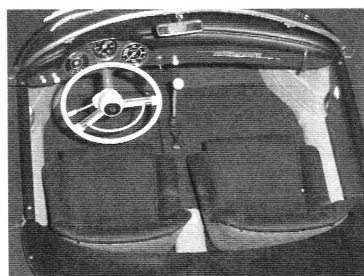
Saturday afternoon I snuck over to West Coast Restorations, a noted VW restoration facility. On the bench there was a Beeskow Roemtsch Aluminum Coach built Roadster and a stunning Dannenhauzen VW roadster. My recent Oval VW purchase mandated a treasonous journey to Fullerton to see how the other side lives. A perfect 1964 Fridolan VW Panel van was parked next to an Aus-

trian Puch built VW Doka Crew Cab 4 x 4. The absence of Porsche motor notes mandated a hasty retreat.

Saturday night saw Bill Block and Silk aka Freda Block serving up pasta dinner at Peter and Cheryl Dunkel's equipment moving warehouse in Anaheim. The Dunkels throw open the doors on their office and fantastic Porsche collection each year to the faithful. This charity dinner event raises thousands of dollars for Nevus Outreach, a Medical Children's foundation. It gives Porsche club members an opportunity to trade tales and lies each year before the swap meet the next day. Peter has one of everything from 936 go-carts to Porsche design snow toboggans. No armed security guards here. Peter generously shares his accumulated treasures with those curious enough to see. Cheryl races a 356 Speedster in club events and is the consummate Porsche hostess each year. Their business is a stone's throw from the Disney owned Duck Pond and it was no surprise to me that they announced the sale of their business at this year's event. That fact will force a relocation of this fantastic event. The property is simply too valuable.

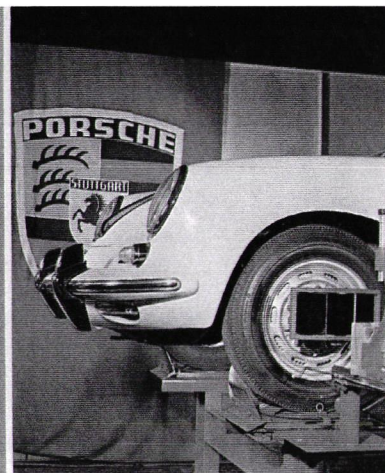
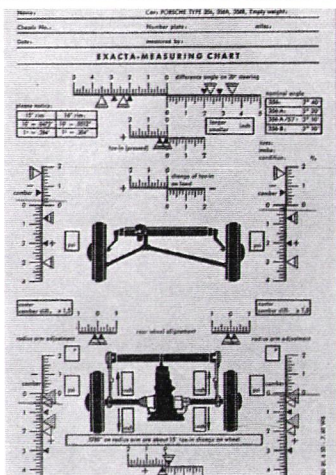
Sunday morning has the faithful attend the collection plate of Bob Campbell at the crack of dawn. There really isn't much swapping that goes on at the Dunkel Swap Meet other than the one-way exchange of hundred dollar bills. However, there is something inspiring in seeing dozens of crated rebuilt 356 industrial engines stacked thirty feet high in the morning LA sun. Perhaps it is the reassuring notion when you hear, "Hey mister, do you have any twin grill Carrera models" asked by a table high seven year old boy. You know that this hobby will survive into yet another generation. The swap meet attracts over 600 air-cooled cars. An unrestored Speedster that has been in one California Family for 35 years sits alongside Early 911 S Registry participants. Surprisingly most of the cars are not for sale, although this is the place to go if you want a 65,000 mile 66 911 as a basis for your Gruppe R car. Row after row of Zuffenhausen treats make you wonder how you ever got along with just one car in your garage. National Historian Prescott Kelly wandered amongst the cars on display to give an intimate history of the Otto Zipper 906 or the street converted 962 that can do 0-60 in less than 4 seconds. Did you know that Vasek Polak bought the entire still-born Indy Interscope racecar paddock and brought them to Redondo Beach? One wonders if Rudge knock offs were a mandatory option in LA by the sheer number of cars sporting their presence at the show. The Dunkels charge a modest admission fee for charity that raised over \$60,000 at this year's event. No word on where the meet will go to in '05. It will definitely carry on.

There really is no end to the rarities on display. If you are looking for a door from Mark Donahue's 917-30 or an RSR taillight, then make plans right now to attend next year's show. It is a welcome respite from the rush of the Holidays and the frozen Michigan Tundra. Psst, don't tell anyone, next year I'm going to sneak over to the OCTO show at the Huntington Beach High School. On a Final note, where else can you catch actual evidence of Vic Rivera piloting a Chevy Malibu instead of a 356 outlaw?



Literature

Service Reminder Postcards



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Dexter Color Illinois, Inc., 122 S. Michigan Ave., Chicago 3, Ill.

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.

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67354-B



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Dexter Color Illinois, Inc., 122 S. Michigan Ave., Chicago 3, Ill.

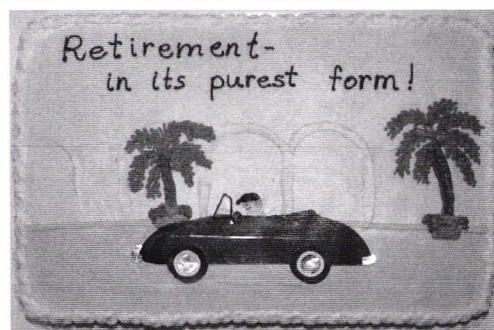
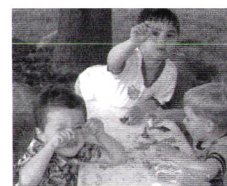
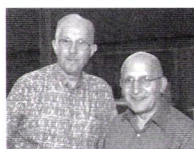
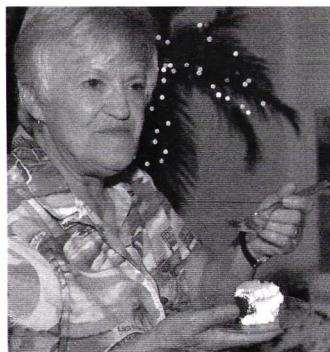
Just to remind you that it is about time to come in for your mile check-up. Be a happy "PORSCHE PILOT" Let us service your car.

PLACE
STAMP
HERE

67355-B

These postcards were used by Porsche dealers as friendly reminders to customers to bring their cars in for scheduled or routine maintenance.

Congratulations to Dick Gobba on his Retirement in May of 2004





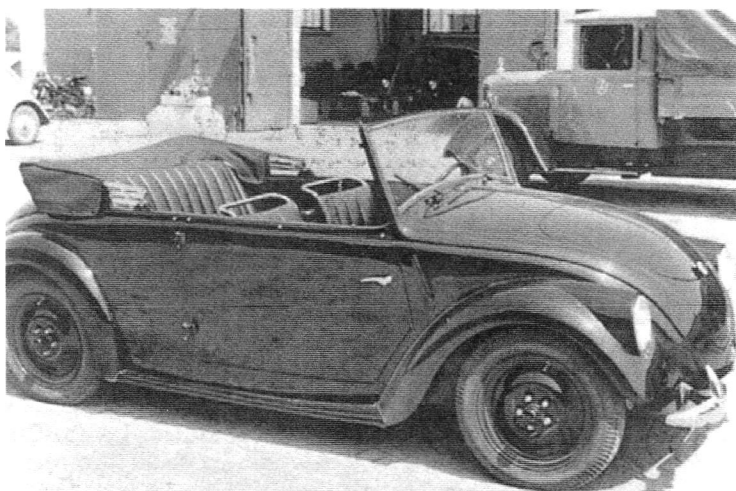
With Charm and The Courage Of His Convictions

The Porsche Life of Herbert Kaes



Very few realize that Herbert Kaes is the man who won the first race anywhere for Porsche. It happened at Innsbruck in 1948, but Kaes had already spent twelve turbulent years with Porsche by that time. Porsche was still a small design office when this young Austrian technician joined the firm. Herbert Kaes, born in London in 1913, became part of the Porsche team through family ties. His father, also a technician and for many years serviceman for Austro Daimler's British customers, was the brother of Ferdinand Porsche's wife Louise.

The year was 1936 and Porsche needed good people to handle the Volkswagen project. Herbert's older brother Ghislaine ("Gilain") was already with Porsche by then - as archivist and later secretary to the boss. For the next few years the Volkswagen would be the center of all activities for both of them. Test runs of 50,000 km began for three prototypes in the fall of 1936, monitored by the "Reichsverband der Automobilindustrie." Next the VW 30, preproduction run was



built in 1937 by Daimler-Benz, under Porsche supervision. During 1938 and 1939 a good many sedans and cabriolets in their final production version were built at Reuter's bodywork plant and the new Porsche factory in Zuffenhausen.

Herbert Kaes didn't have British citizenship - as his brother did. He was an Austrian and thus forced to become a soldier in 1939, after war broke out and due to Hitler's annexation of Austria. However, *his* influential uncle managed to return him to civilian life - for "vital wartime developments" as the phrase went then. This referred to military versions of the Volkswagen: the Kübel and later the amphibian.

There hadn't been any thought of those in the early years. Porsche concentrated, at amazing speed and full of optimism, on launching production of the Beetle, then called the "KdF" car. Kaes, like his friend, Porsche's later head of customer service Hans Klauser, was part of a Porsche team responsible for service and improvements during VW 30 tests. He had daily contact with the "Americans," a German-American team of production technicians recruited in Detroit who planned production, designed tooling and ordered the latest types of machinery for Wolfsburg, working from a bar-

Previous page, top: 1936, along the brand-new autobahn near Frankfurt: Herbert Kaes during 50,000 kilometer test runs with the Volkswagen V3.

Previous page left, one of the first Cabrio versions in 1937 and a 1:1 wooden model of the final VW body shape.



racks building located on what is now the Zuffenhausen factory grounds. Porsche had investigated the latest techniques of mass production in the USA and VW was to be the first European plant to put them into practice.

While brother Ghislaine accompanied Ferdinand Porsche on his foreign trips, Herbert Kaes had the job of maintaining contacts with their partners in state and party, in addition to his work as serviceman for the test runs. Completely unpolitical and nonmilitary himself, he used Austrian charm to convince prominent politicians, and later even the generals, that Porsche was doing all the proper things. Always polite and modest, he entered the circle of Hitler and Goebbels during vehicle presentations and even photographed them secretly with his Leica, although that was forbidden.

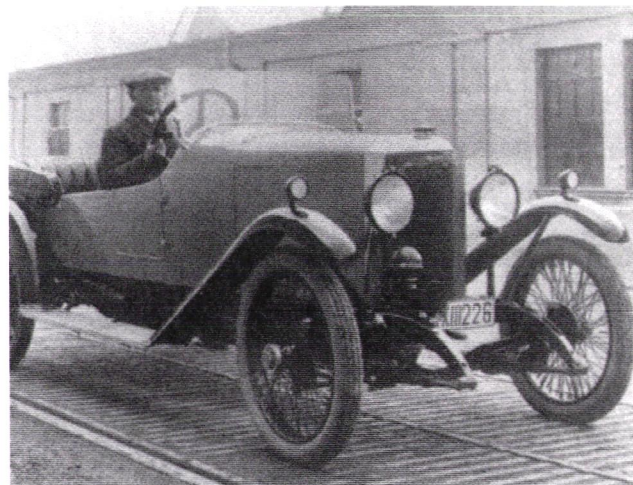
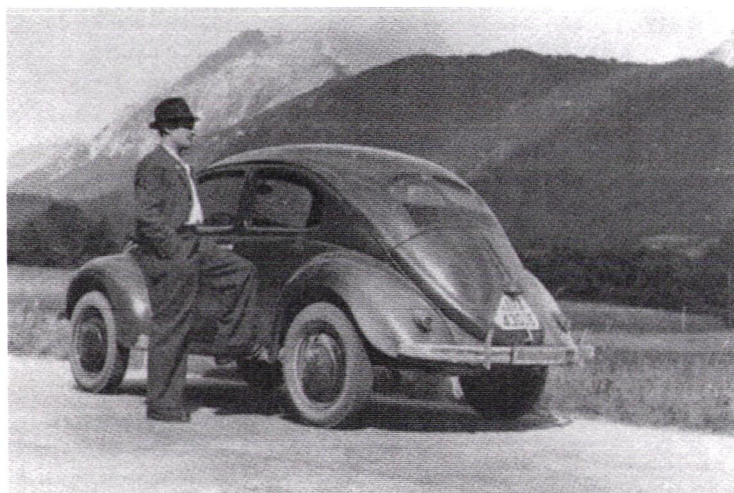
After the war began it was Kaes' task to support Porsche suggestions to the military procurement offices. The VW-based Kübel, not taken seriously by the military at first, proved superior to conventional

(Continued on page 24)

Ferdinand Porsche (sitting, left front, in the top photo) and this team created the VW in 1936, as well as the Auto Union race car. Ferry Porsche is 4th from left in front, with Herbert Kaes to his left.

Father Otto Kaes, seen here (below, right) in an Austro Daimler ADS during 1923, in the factory yard at Wiener Neustadt, was Customer Service Manager for Austro Daimler in London.

Driver and car in civilian dress: Herbert Kaes (below, left) in 1940 with his Beetle company car, on the chassis of a Type 82 Kübel. When gasoline became scarce, the car was converted to run on brown coal.



vehicles during comparison runs in difficult terrain. And when it did get stuck, the passengers could lift it free if need-be, impossible with off-road cars weighing a ton or more.

This was proven later in the mud and sand of combat: the originally contested decision to use the Kübel did more for the prestige of Porsche and his Volkswagen than any ad campaign. Kaes was also involved in testing and presenting the amphibian. It was built in smaller numbers than the Kübel but achieved similar popularity. During those war years Kaes drove a VW with civilian bodywork on a Kübel chassis (Type 82). Towards the end of the war this car was fitted with a gas generator, fired by wood or brown coal, due to the gasoline shortage.

Once war had washed over Germany and the NS regime had been deposed, the Porsche company gathered again in Gmünd, in the Austrian province of Carinthia. Ferdinand Porsche was living on his estate in Zell am See when representatives of the French government took him to Baden-Baden in 1945. Initial dealings were honorable but then he and his son Ferry Porsche, as well as son-in-law Anton Piech, were interned. Although all charges proved groundless, the Professor and Dr Piech were kept in prison until August 1947. Ferry Porsche was released in the summer of 1946. Herbert Kaes had remained free by pure chance - he happened to be at the movies - and could provide food for the prisoners at first.

The Porsche company, with Ferry Porsche again at its head as of the beginning of August 1946, returned to Stuttgart in 1949, after the first 50 samples of the Porsche 356 had been built in Gmünd. Austrian Herbert Kaes remained in Austria, however - for Porsche.

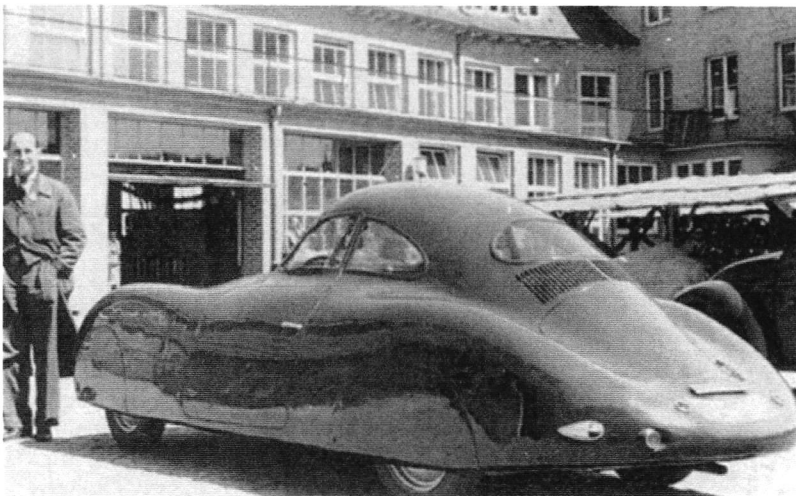
The Innsbruck city race which he won in 1948, driving the mid-engined Porsche No 1, was the first race anywhere entered and won by a car bearing the Porsche name. Herbert Kaes then became one of the very first to join Porsche Salzburg, established under the direction of Porsche daughter Louise Piech. "Herr Ingenieur," as he was known to all, retired in 1979, although the time since was hardly retiring for him. Herbert Kaes spends most of his time on the road - seeing to Porsche matters.



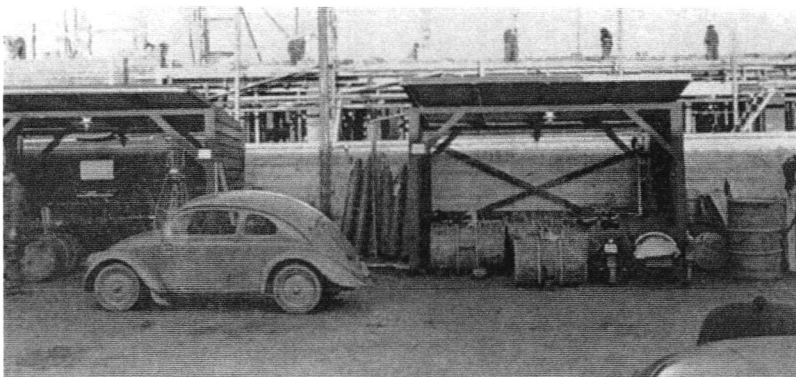
The VW 30 series was built at Daimler-Benz in 1937, under Porsche supervision.



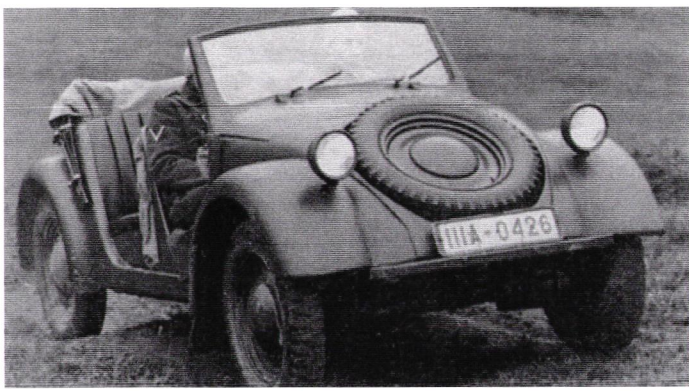
Comparison tests in 1938 with Adler, DKW and Opel on the Turracher Höhe—a true test to the last.



The car Kaes photographed during 1941 in the Zuffenhausen factory yard, didn't fit into the wartime scene. This Type 64 on a VW base was the first Porsche sports car.



A photo taken during construction of the Zuffenhausen plant in 1938.



1) The Type 62, July 1939 (left), was the first off-road car on a VW base.

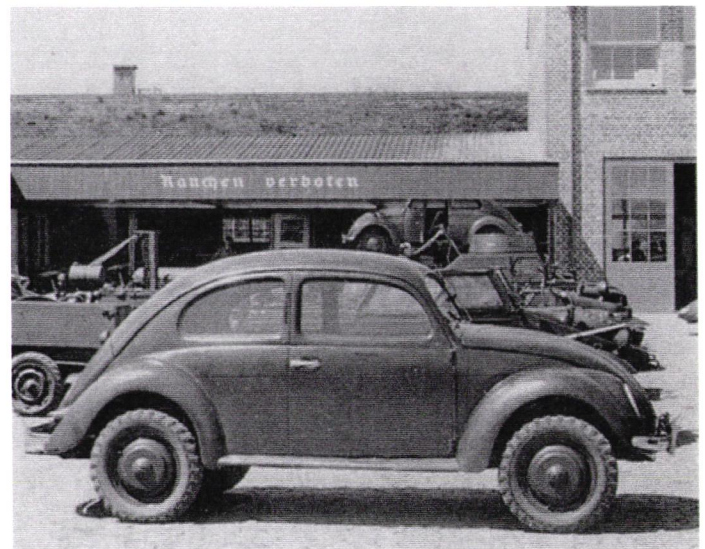


2) & 3) The Type 82 (center pair), with its straight-edge body, appeared after war had broken out. The superiority of this light vehicle was proven during first official comparison tests. If necessary, its crew could get it under way again with muscle power.

4) Many variations of the Kübel were built during the later war years. Here a so-called "Raupe III" with tracks, as tow or snow vehicle.

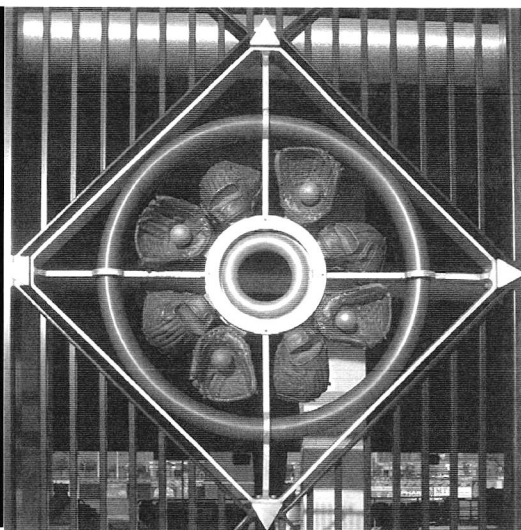
5) Neckar river amphibian tests near Stuttgart in 1941.

6) A sedan body was mounted on the all-wheel-drive chassis of a Type 166 amphibian for tests. This led to the small series of "Kommandeur" cars.



Destinations

Toledo Mud Hens/Tony Packos

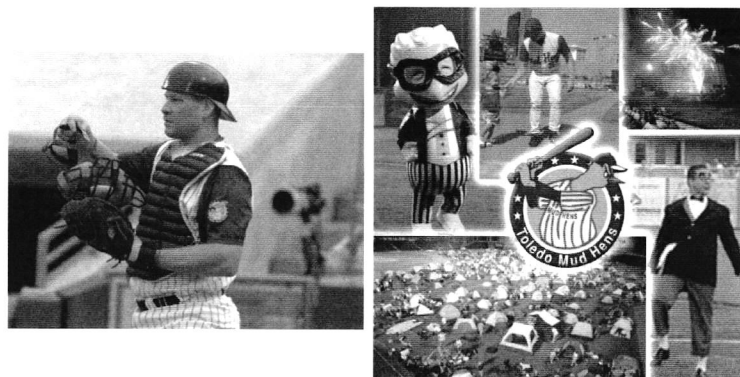


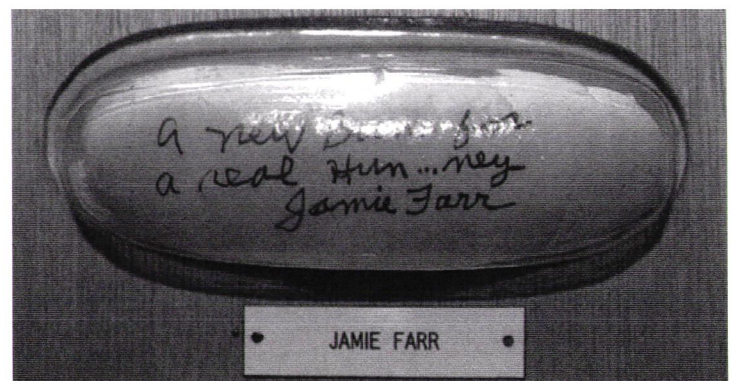
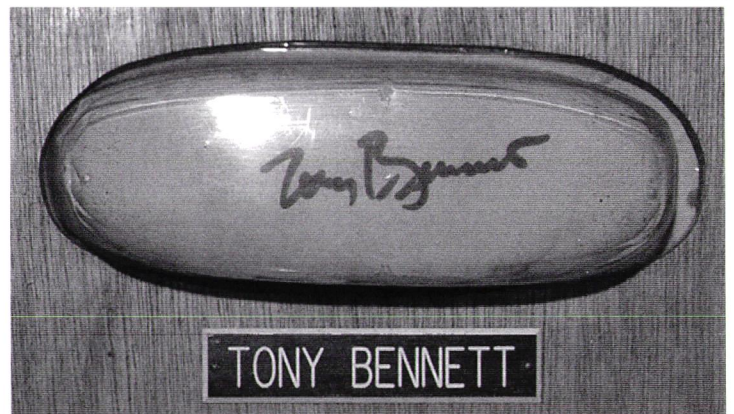
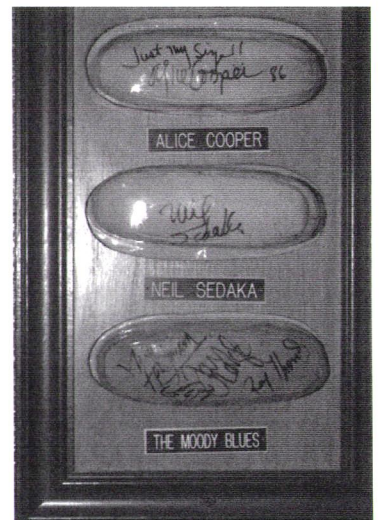
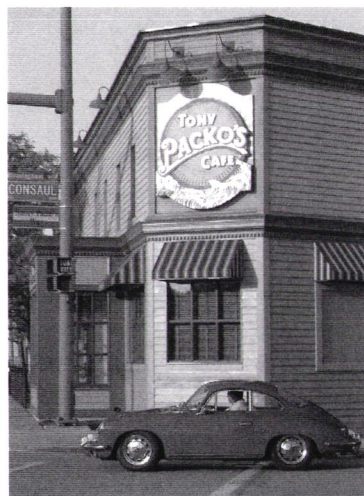
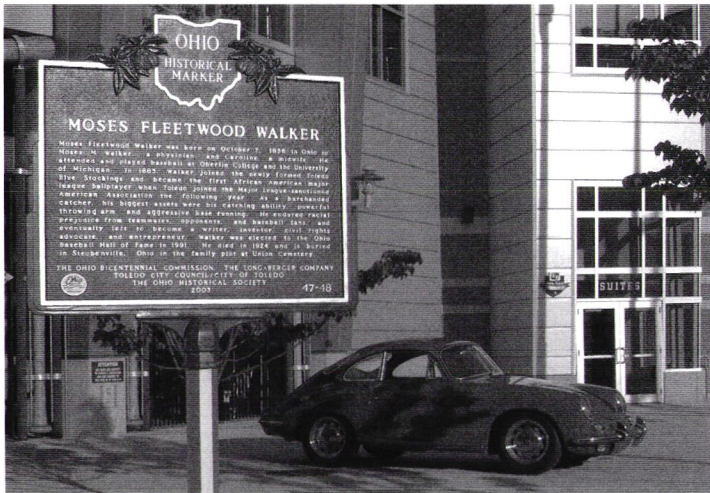
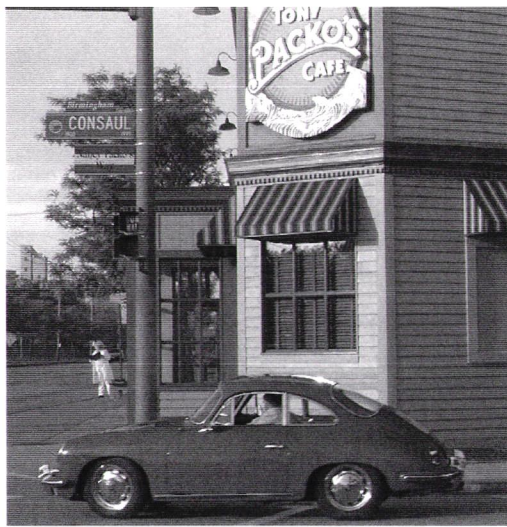
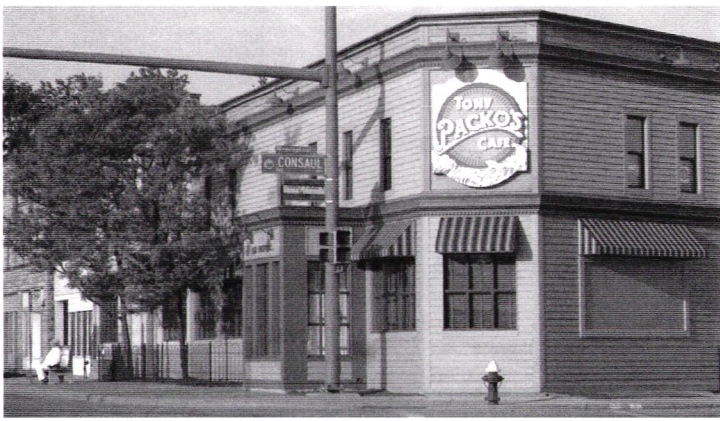
With the Tigers light years ahead of where they were last year, and beautiful Comerica Park as their home field, there's no better place to be in our area when it comes to watching a baseball game, right? Well, the little team to the south might have something to say about that. The Toledo Mud Hens put on quite a show of their own, and it's worth checking out.

Newsweek Magazine called 5th 3rd field the best minor league stadium in America, and we can see why. It has plenty of old world charm and sits smack-dab in the middle of downtown Toledo, blending effortlessly into the city's Warehouse District. While the park itself is worth the trip alone and the urban setting a plus, the biggest advantage Toledo holds over its minor league brethren in Michigan is the level of play. The Mud Hens are the Triple-A affiliate of the Detroit Tigers, meaning the roster is dotted with players that you may one day see in a Tigers uniform. Call ahead for tickets as sellouts are not uncommon.

After the game it is recommended that you take in the Wholly Toledo experience and go eat at Tony Packo's on Front Street. A terrific Toledo landmark made famous in the U.S. by Jaime Farr of M.A.S.H. fame. Farr, a Toledo native, mentioned Tony Packo's several times on the show, and one episode even had Klinger, et al shipping in and order of food from his favorite establishment.

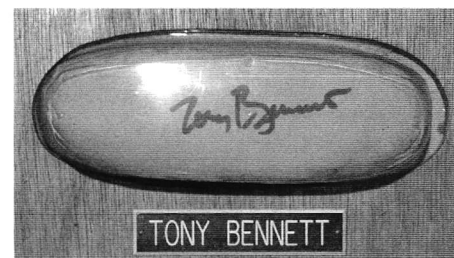
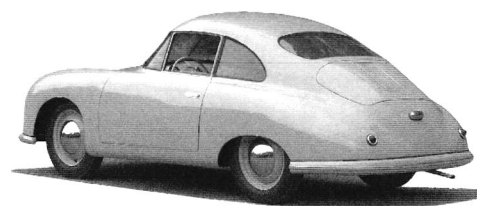
If you like Hungarian food, this is the place to be. The Chicken Paprikas and Stuffed Cabbage are first rate and don't miss out on Tony Packo's World-Famous Hot Dogs, Chili, and Chili Mac. Informal, yes—but a great experience you need to try at least once.





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