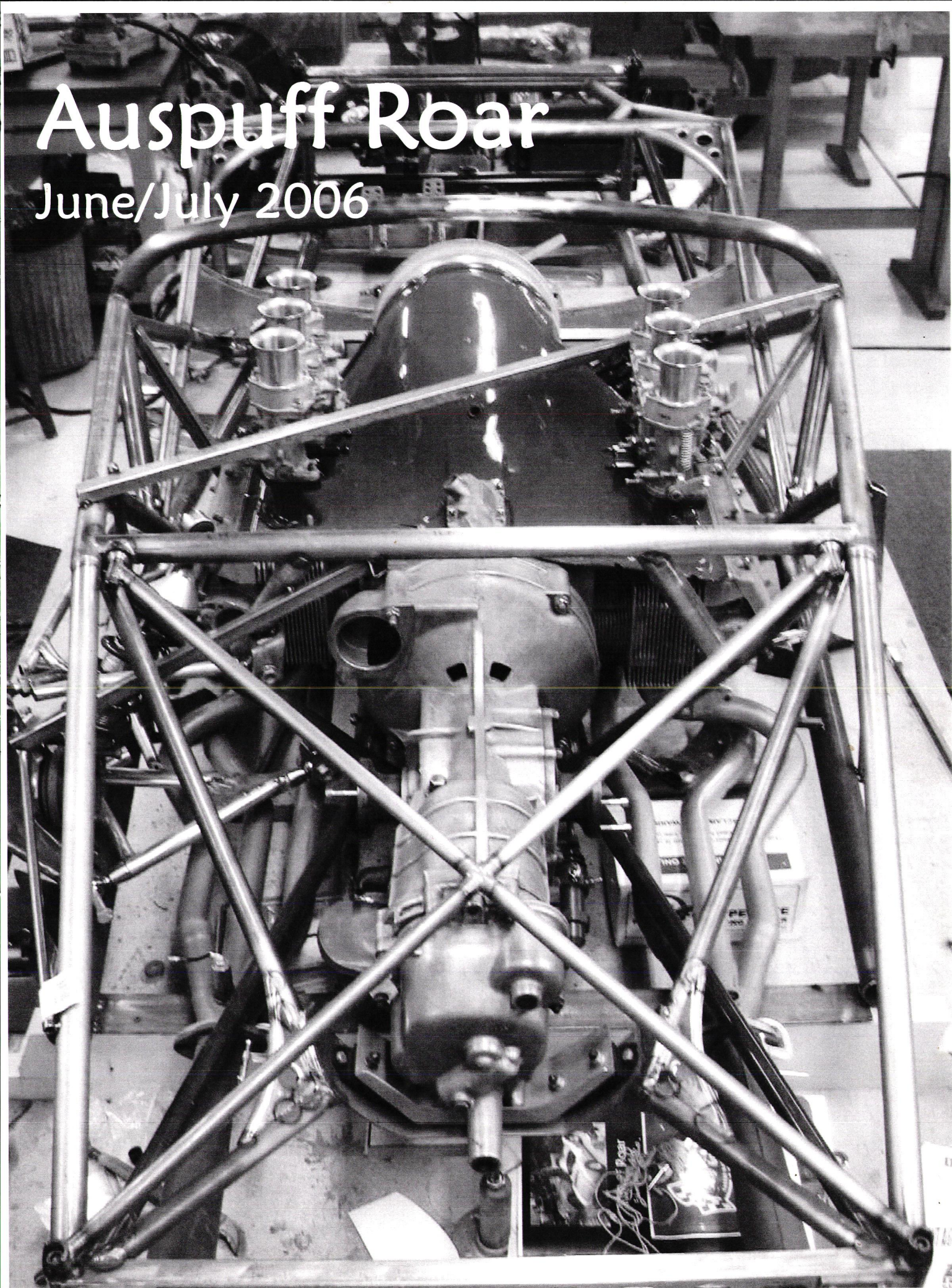


Auspuff Roar

June/July 2006



PRESIDENT'S LETTER

Michael Heilmann



A physician friend once told me that there are no minor surgeries, only minor surgeons. The Porsche corollary of that adage might be that there are no ugly 356s, only a 356 awaiting its destiny. The spring drive is now history and it was remarkable to me for two reasons and two cars.

Sebastian Gaeta and Bill Rohrer's garage is always a meeting of the old and the unusual. Then there are unique time worn cars too! Bill showed off his "new" North Carolina FOMOCO F-100 shop truck. Dave Burton pulled up in his stunning classic XK Jaguar and out of the ether drove Gerald VanVliet in his venerable B coupe. This hoary black coupe has resided in Gerald's garage for decades without seeing a mile of pavement. It was rumored to be a shelf and nothing more. It has more patina than rust. It is an archeological treasure that has been hammered on, buffed down to primer and breathed on mechanically by Bill Demeter. You may remember the Woody Allen movie set in the future in which he finds an old Beetle and twists the key and it starts right up. Well the seasoned veteran from Stuttgart needed more than a twist to get going, but go it does. There are those who wondered aloud when it was going to be restored and Gerald replied that he is simply going to drive it "as is", where is. This to me is a great thing. The deans of the Concourse may dismiss the act of driving this experienced fossil. Yet, I cannot help but think that Ferry is smiling in the heavens as he witnesses this act of insurgency. You go Guy!

That Sunday Sebastian led us on yet another fine tour of the roads of Washtenaw County. A long chain of 356s was joined by Gottfried's old Vanagon VW bus and a Creamsicle 914 Limited Edition. Sebastian's Red C cab pulled effortlessly from the stop sign and there was a most unusual 356

A crossing at one of the intersections. It was

what could only be described as a beater. It sported huge oil barrel sized rear fiberglass flares with the largest VW dune buggy chrome wheels I have ever seen bolted to a drum brake. It had a thick oily blackish brown paint. Inside the shifter was capped with a white cue ball and the classic banjo steering wheel had long ago given way to a pitted chrome Grant steering wheel mounted on big hub. Sebas-

“out of
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Gerald
VanVliet
in his
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coupe”

tian motioned for the A to follow us. The fellow jumped right into the group and joined us for a fabulous meal at Metzger's Deutsch Restaurant. The mystery 356 owner told me that he was on his way back from church and was happy to meet our acquaintance. He had owned the car for many, many years and really had never done much to it other than drive it. He found some air shocks and installed them on the rear to prevent the mammoth tires from hitting the fender wells. First and foremost, he enjoyed driving the car. He wasn't losing sleep or points because he couldn't find a genuine red tipped Hirschmann antenna to mount on the cowl. This fellow enthusiast was asked to join the Motor Cities Gruppe and hopefully he will join us on a future-driving event. The car may never win a prize in its current state, but it represents the fun that this club embodies. It is the spirit deep within that car that spoke to Harry Pellow when he told us to "Keep the Faith". So if you see an old 356 with the wrong engine and wrong Behr decals on the air inlet box, ask that potential enthusiast to join us. The 2007 Holiday will soon be here and we need everyone's help to make this event an event to remember.

On another note I want to mention that our Club Webmaster Tom Hudson is hard at work refining the club website; 356motorcitiesgruppe.com. If you have not visited, please take a moment to click on it and paste it into your favorites on your computer. We have to be the luckiest Club when it comes to talent. This site looks good, feels good and is easy to navigate. It is a fine compliment to the pages you are holding in your hands. It features news, events and a vast array of high-resolution images of our favorite cars.

We want the calendar to be up to date and accurate. The board has been having lots of discussions about the site and looks for your suggestions to "tune-up" our Web presence on the Net. Do we want to limit calendar events or broaden their content? Let us know and we will try and incorporate your comments in Version 2.0.

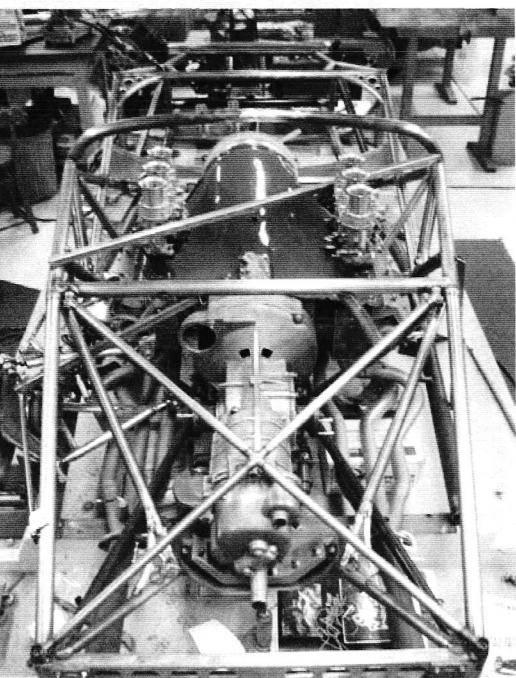
Shoot me an e-mail at:

mheilmann@candhlawfirm.com with your editorial views. The 2007 Holiday will also have a fine Web presence. So, Log in and enjoy another great season of Porsche events, tall tales and fine photography.

MICHAEL

On The Cover

The frame of Ted Dunham's 550 Replica. See page 14 for the full story.



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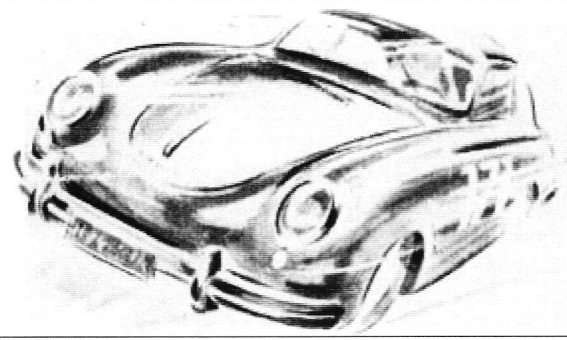
The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe are \$20 per year due at the first of each year. Advertising rates per issue are as follows:
Business card size—\$10,
Quarter page—\$25, Half page—\$50,
Full page—\$85.
Please send membership dues or change of address to:
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3359 Kings Mill Road
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Please send materials to be published or advertising copy to:
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EDITOR'S LETTER



DICK BEECHER

In this highly technical and fast paced world of Newsletter publishing, stuff happens. In the last issue the difficulties started when Sebastian's computer sort of "locked up". [Technical] He then had to start all over again and redo the entire issue. This additional work took him right up to the last day before his vacation. { Fast Paced } The issue was sent to the printer with the four page center section planned to be in color. I was really surprised when on Saturday morning at Stuart Tool there was Neil's copy of Auspuff that arrived before mine and with great anticipation opened it and found no color pages to go with the Jay Leno Garage visit article. I think I said "golly gee, I'm disappointed" or something like that. It seems that something got lost in the redo or transmission and the printer went ahead with the issue in black and white. { Technical } As I said "stuff happens." I was pleased that a number of people who advised that they still enjoyed the article and we didn't get too much grief. I didn't get fired and will try to do better.

Speaking of color, every time we get great photography like Dave Burton's "roadster article, or shots like John Chatley provided this issue, I wish we could do color. However color printing is expensive and as we have said before the Auspuff Roar is primarily funded by our Christmas Party auction. I for one would rather have it that way then have a newsletter that is 50% ads. In this issue Dave Peterson provides

an update of the 2007 East Coast Holiday planning activity. Dave will continue to submit the updates until the Holiday. Dave Burton submitted an interesting look at his British and German Roadsters of the similar time period. And, as I said, with the usual great Photography.

John Chatley provided some snap shots of Neil Goldberg's A coupe. The first impression is, that this will be a stunning car. The color combination is outstanding.

Our publisher Sebastian not only will assemble the issue but provides two articles, the Spring Tour and a first look at Ted Dunham's latest project, the 550 + + Spyder. Thanks to all you contributors.

What you won't see this issue is an article regarding "Remember your first Year in your first Porsche". Had some "maybes" but none arrived. I'm hoping for some of you to come through for forth coming issues. And finally, what are our deadlines? We have

fallen behind our deadline target. We plan to publish our Newsletter to generally arrive the months that is between the Registry mailings. So, very soon after you receive this June/July issue our next deadline for the August / September issue is July 10th, following deadline September 10th, and so on.. Now you know the deadlines don't set back, start writing those stories. I will be glad to help with editing, that's what I get paid for. Paid? Don't make me call you. Looking forward to hearing from you.

Dick Beecher

SEM & 356 MOTOR CITIESGRUPPE to BAY HARBOR CONCOURS June 23, 24 & 25th



Join fellow club members for an up north weekend, to enjoy the Bay Harbor Concours, and 3 group meals, and all of the car talk or shopping you can handle. The Concours this year will focus on hot rods and muscle cars of the post-war era, wooden boats, with an added special feature of vintage travel trailers.

25 rooms have been blocked for us at Birchwood Inn, (W of Harbor Springs) for June 23 & 24 (Fri. & Sat. night). Call and make your reservations (mention the Porsche Club), for the nights you want to stay, then call Lanita Dunham, or Dave Preston to say you are attending and what meals you want to join us for. We request that you call for reservations and to Dave or Lanita, by May 31, 06, as rooms in that area will go fast.

Continental breakfast is included at Birchwood and a car wash station will be set up, but bring your own soap and towels for car use.

Friday night dinner will be at Tapperooney's on Hwy 119, south of the airport, @ 7:30 PM. We will order off the menu. Approx. cost: \$10-12.00 per person. Saturday Concours we will attempt to have a special parking area for our wonderful Porsches. There is a fee to get into the Concours site, that goes to the Concours charity.

Saturday night cocktail & Hors d'oeuvres in Fireside Common area @ Birchwood 5:00-7:00 PM. Cost: \$5.00 per person. Cash bar & light fare.

Saturday night dinner will be at Lorenzo's @ Birchwood Inn, Hwy 119, @ 7:00 PM.
Cost: \$25.00 per person, includes coffee, tea, tax & tip. Select Veal Parmesian or Chicken Marsalla.

Sunday Brunch will be at Stafford's Bayview Inn, north side of Petosky, @ 10:00 AM sharp. If we get 30 or more people, we can get a separate room. Cost: \$18.00 per person.

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2006 Gruppe Spring Tour & Garage Crawl



We kicked off the 2006 driving season...without much of a drive! While the Spring event normally consists of a long drive through Washtenaw and Livingston counties, this year we were enticed by a tour of a different kind. Fellow Porsche owner Eric Schneider is the manager of the Mercedes Benz Technical Center, and offered to let us tour this most impressive facility. He even invited a fellow that works for PCNA to speak to us as well. So just this once we went without a driving tour, and it was well worth it.

People started arriving at the Willis Garage about 10:30 and lined their cars up in the "back 40". Then the most astonishing thing happened. Gerald Van Vliet showed up. In a 356. *His* 356. Under its own power! It seems that he and Bill Demeter got it going for the first time in, well, I've been in this club now for 15 years and had never seen it till this day! Gerald seemed to be having a blast and we were all happy to see him drive the car.

At last year's event we nearly ran out of food and drink so we came loaded for bear this time around. The only problem was that the weather was bright sunshine and relative warmth compared to last year, so everyone stayed outside. We now know to order more food for cold weather and less food for warm weather.

As I said, the weather was great and we spent most time outdoors looking at our cars, except Vic, that is. He spent most of

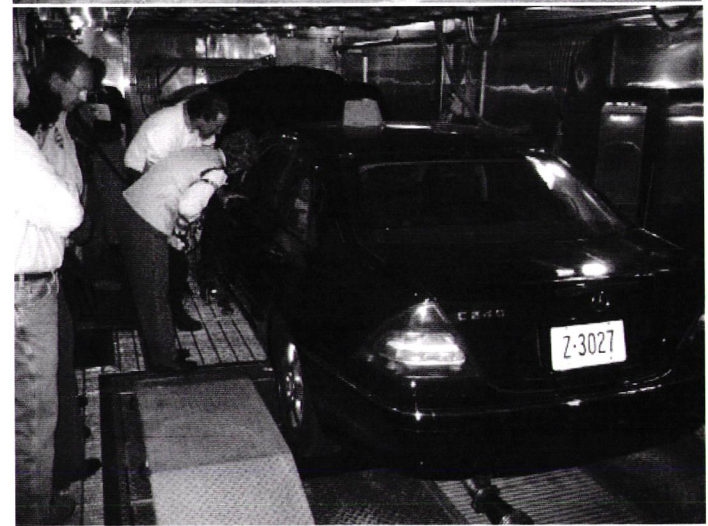
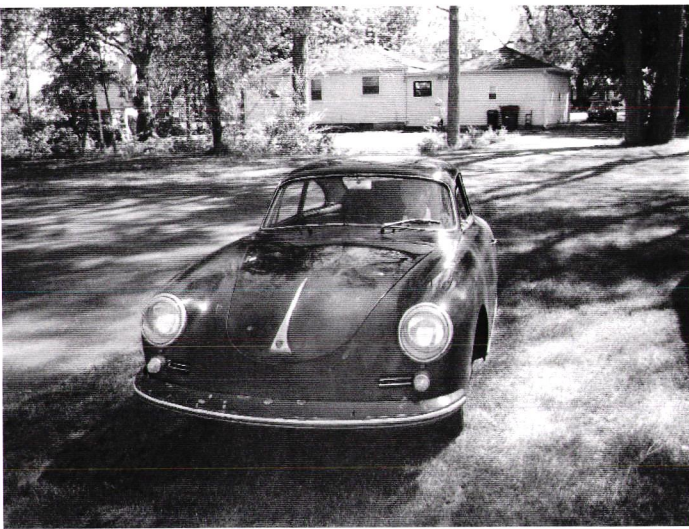
the time working on them. My oil filler can needed an inspection and Dave Peterson's carbs needed adjustment. See photo to the right for the view of Vic that you normally see at our events!

At noon we took a short tour to Metzger's German restaurant for a Bavarian lunch with a few beers mixed in between. The parking lot there looked much like the gathering at Willis. It seems that we love to hang out, look at, prod, and tinker with our cars. Soon enough we were coaxed inside to begin lunch. Everything went smoothly and from there we headed to the MB Tech Center.

As the Gruppe arrived at the tech center, the schmoozing began again. Once again our cars were parked together, so we stood in front of them and gabbed away. But we were on a schedule and finally gathered inside. Eric and Brad (from PCNA) began a most interesting presentation. This tech center deals with emissions testing and we were treated to the sight of many late model Benz vehicles undergoing testing. The real treat was when we got to drive a car on the dyno. Several of us took turns trying to keep the car revving to match the computer program that mimicked typical driving patterns.

We want to thank Eric once again for making the tour very special to our Gruppe. Now we have to get him out of that 911 and in to a 356!

SEBASTIAN



A New Old Face

By Dave Burton

A Tale of Two Roadsters

Recently, a new addition was made to our fledgling collection. A lovely 1954 Jaguar XK 120M Super Sports found its way into the garage and now resides next to Diane's 1961 Porsche 356 B Roadster. Both cars are grey (Dove and Slate, respectively) with deep red leather interiors and black cloth tops. Likewise, both are in similar condition as to bodywork and finishes, each with honestly earned patina, and robust mechanical systems. The XK 120 is a Special Equipment model that includes upgraded engine and suspension along with wire wheels for increased cooling of the massive Lockheed drum brakes. The 356 now features a Skirmants enhanced Shasta big-bore engine and transaxle with drum brakes similarly completing the package.

While the two cars share some remarkable similarities, their dif-

ferences are striking. Walking up to them, these cars are entirely divergent in proportion and appearance. Whereas the Porsche features a rear-mounted engine and transaxle, the Jag has a mid-front engine and transmission layout. Driving most Porsches, the car appears to end just in front of your feet. In the Jaguar, you look over an enormously long hood (bonnet to us Yanks, don't you know—the hood is the soft roof overhead) and fenders that seem to stretch into tomorrow. When Diane first sat behind the wheel, she exclaimed "I'm not parking this thing!" The Porsche features a short rear section as well even though the powertrain is back there—a real tribute to efficient packaging. The Jag, on the other hand, goes on for quite a

while behind the cockpit and features quite a large trunk (in England, the boot).

Two approaches to two seats

And while both cars are ostensibly two-seaters, the cockpits appear unrelated. The 356 arranges its two seats (Coupe style—not Speedster buckets) in the midpoint of a rather long cockpit opening. The seats are adjustable over a long travel fore and aft and the footwell is deep and roomy. Even though seating is only provided for two, the space for the rear jump seats still remains. The XK on the other hand has a very short cockpit opening overhanging the dash panel and ending directly behind the split-bench seat. The seat halves adjust fore and aft independently like the Porsche but the range is more abbreviated with approximately half the travel available.

Each steering wheel is beautiful in execution but completely different as well. The 356 has an original (per Kardex) thin Nardi wood-rimmed, three spoke large diameter flattish steering wheel with a large, flat horn button containing a Porsche crest. The XK 120 has an original enameled steel four spoke, large diameter flat steering wheel with a large, deeply conical horn push containing a Jaguar Cat head profile. Furthermore, the wheel of the Jaguar adjusts for reach yet in its most forward position is still considerably closer to the driver than the fixed wheel of the Porsche. In addition, the Jag's turn signal actuator (Trafficator to us Yanks) is also incorporated in the horn button. That large pointed bullet is quite near the driver's chest and between the wheel's closeness and the protrusion of the horn push, it is easy to sound the horn while working the wheel. The close proximity is due to the need for muscular advantage with all the weight of that long



(Continued from page 8)

engine carried on the front wheels and the lack of power steering—quite common for the period. Remember, the 356's engine weight is in its rear and so the steering is nice and light. The Porsche also weighs 1,000 pounds less than the XK.

Details, details

Of course, the dashboards are completely different too. The 356 features a painted metal dash with leather top padding, the tachometer located directly in front of the driver with speedometer, oil temperature and fuel gauges flanking and all visible through the steering wheel. The XK 120 dash layout is centered in the car instead of in front of the driver with the tach on the left (yet still to the right of the driver and winding counter-clockwise) and the speedo over on the right and much closer to the passenger (the better to terrify them with). The intermediate instruments include oil pressure, water temperature, ammeter and petrol (fuel) and are arranged in between the major instruments.

The Porsche doors and rear paneling are clad in padded leather while German square-weave carpeting upholsters the sills, footwell, tunnel and rear jumpseat area, but for the rubber floor mats. The doors feature wind-up windows and interior and exterior door handles with integrated locks and separate door pulls. They also have map pockets including a latching flap covering a portion of the driver's pocket. The Jaguar, on the other



hand, features a fully Connelly leather-lined cockpit including dash, doors, footwell and that beautiful round, padded leather cockpit roll. Even the area behind the seats is leather-lined—including the battery box! The floorboards are covered by fine-pile English Wilton wool carpeting incorporating leather heel pads. The doors feature leather cords as door releases and rotary locks (why, I have no idea) along with chromed knobs to secure the side-curtains. The side-curtains store on an enclosed shelf behind the seat and just beneath the rear deck. There are large recessed storage areas within each door, covered by a leather-clad latching flap. There are no exterior door handles.

The sum of these differences within the cockpits results in a very short, cozy cockpit with the driver sitting very close to the windshield and offset controls in the Jaguar while the Porsche pilot enjoys a very roomy and spacious environment with space between himself and the windshield and instrumentation directly ahead. Each car has a folding cloth roadster top (hood to the Brits) with simple operation. With the top up, the Porsche pilot enjoys much better visibility than the Jaguar driver. The XK's hood stores out-of-sight behind the seats while the 356's collapsed top is covered by a fabric boot at the upper edge of the cockpit behind the jumpseats.

The long and short of it

Speaking of boots, the XK has a commodious trunk with room for large suitcases, golf bags or what have you and keeps the





What lies beneath

That bonnet conceals an industrial work of art, the beautiful double overhead cam straight six XK 3.4 liter engine. The long, deep, black enameled cast iron block is topped by a polished aluminum alloy twin-cam hemispherical head with polished alloy cam covers. The right side has two SU side-draft carburetors feeding an alloy intake manifold while the left shows off the pair of three-into-one porcelain-enameled cast iron exhaust manifolds. When you lift the engine lid of the 356, you see the pair of twin Solex carburetors, the generator with the fan housing and sheetmetal, and the oil filter. To see the beautifully wrought aluminum alloy engine and transmission

(Continued from page 9)

contents separated from the spare tire located on a shelf below. The 356 has a somewhat small trunk at the front of the car and serious luggage is normally carried in the cockpit, behind the seats. Both cars feature sizable fuel tanks with good ranges and although the Porsche can be quite thrifty with gasoline, the Jaguar gets decent mileage, even by today's standards. And while Porsche protects you from being stranded with a reserve fuel valve, Jaguar fitted a low fuel lamp to the petrol gauge (in 1954!).

The Jaguar features prop rods and sockets for both the front and rear lids while the Porsche utilizes their own gravity-operated latching hinges. The lids and doors of the Jag are made of aluminum, an earlier option on Carrera Speedsters not carried through to the Roadster. Originally, the entire body of the XK 120 was aluminum (the first 200 or so) but when they changed over to steel they continued with the aluminum doors and lids especially as that long bonnet would have been very difficult for the average motorist to raise if made of steel.

cases and all the other artifacts of propulsion, you must get yourself beneath the car. While the Porsche is certainly easier to perform major work on, it comes in a distant second in the bystander ooh & ahh contest (typical Porsche—witness the 911 and Boxster).



Running hot and cold

The Porsche, being air-cooled, accomplishes passenger heating completely differently than the water-cooled Jag. The 356 has a floor mounted knob forward of the shift lever to open valves off of the air-to-exhaust heat exchangers. These allow heated air to flow through the ductwork of the longitudinals and the sill mounted outlets along with the demister vents below the windshield. The volume of air moved varies with speed and valve adjustment. The XK 120 features a valve beneath the bonnet that opens or closes a hot water circuit to the heater core (a small radiator) located below the dash and encompassed in an electric fan driven blower compartment with ducts to the floor and demister vents below the windscreen. The electric blower is controlled by a rheostat knob on the dash. Because of the proximity of the large engine and transmission to the footwell, even when the heater valve in the engine compartment is closed, the car has a pretty good heater. The Jaguar also has a pair of operable vents into the footwells that flip out into the airstream from the front fenders (wings to the English). Both cars employ RD60 airconditioning though (roof down, 60 mph!).

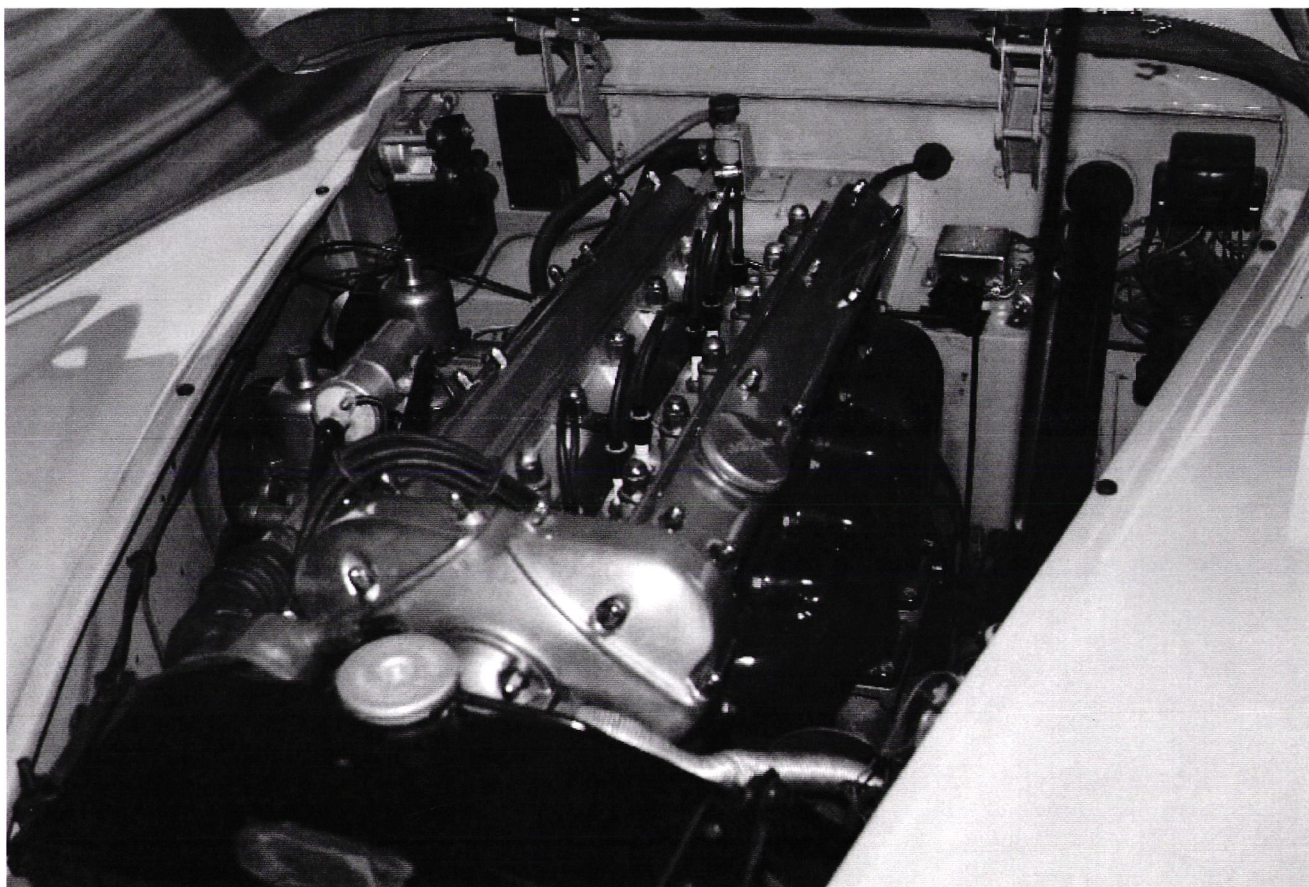
The winner is...(I want a rematch!)

The last major difference between these two Roadsters is found by driving them. The 356 behaves like my Boxster, the suspension supple, well balanced and neutral (with Skirmants "Camber Regulator" taming the inherent oversteer of the swing axle), able to respond to almost any line change or input without drama. The engine is smooth and climbs up on the cam about 3,000 rpm, pulling strongly to it's redline. The European exhaust system, complements of Neil Gold-berg, gives a concussive idle—like a Ducati—while the engine roars it's classic Porsche air-cooled sound up through the gears, finally settling down almost quietly at cruising speed. The gears are close in 1st through 3rd with 4th being longer for efficient highway cruising. The car will do 85 all day long (ask Phil Kubik) but to be fair, Diane's 356 has bene-

fited from five years of tinkering and the ministrations of 356 Enterprises with the drivetrain, suspension, steering and brakes all being calibrated by Vic. It drives as a modern car.

The Jaguar on the other hand is long and heavy with a very torquey motor. The engine pulls from down low and makes a beautiful muted howl as it gains velocity. The rear live axle doesn't read the pavement like the independent rear suspension of the Porsche. The XK likes for you to pick your line and commit to it—it dislikes tightening the line midway through the turn—the bias-ply tires screaming in protest all the way. The 120 has been well kept by a loving owner these last 45 years but truth be told, he didn't exercise it very hard the last several years. Consequently, the front suspension is loose, the rear lever shocks are not damping well and the synchros are mostly worn in the transmission. Although the car responds to double-clutching up and down the gearbox, the suspension crashes over large bumps and the steering wanders a bit. I'm immersing myself in the local Jaguar club and doing my research to locate the equivalents of Vic, Ted and Neil from the Motor Cities 356 Gruppe. I'm ordering parts to replace the ball joints, tie rod ends and shock absorbers needed and will find out if I can have the steering box rebuilt (locally or otherwise). Don't get me wrong—The Jag is a blast to drive but I'm looking forward to sorting out and dialing in the car. Then we'll have to compare their performance more closely!

DAVE

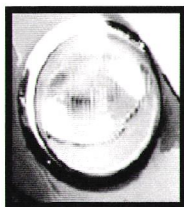


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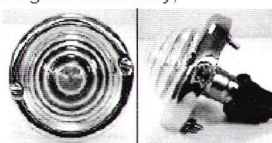
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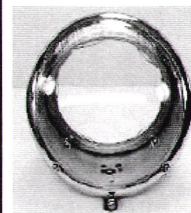
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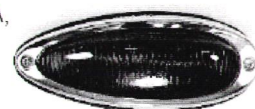


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The Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College

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

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

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Michigan's #1 Rated Bosch Service Center

MOTOR CITIES GRUPPE 2006 CALENDAR

JUNE
3—MCG Board Meeting Stuart Tool Lunch
at Logans Following.
9-10—Stoddard Swapmeet
23- 25—Bay Harbor Concours MCG tour event
30th-7/2—SEM Gingerman Club Race

July
23—Summer Picnic (Skirmants)

August
6—Meadowbrook Concours/Porsche corral
6-13—PCA Porsche Parade, Portland, OR
12 SEM—Detailing tech @ Munks
17-20—Vintage races Mid Ohio, Porsche
featured marque
17-20-Registry E. Coast Holiday Mystic, Ct
17—Woodward Cruise
(Peterson's , Royal Oak)

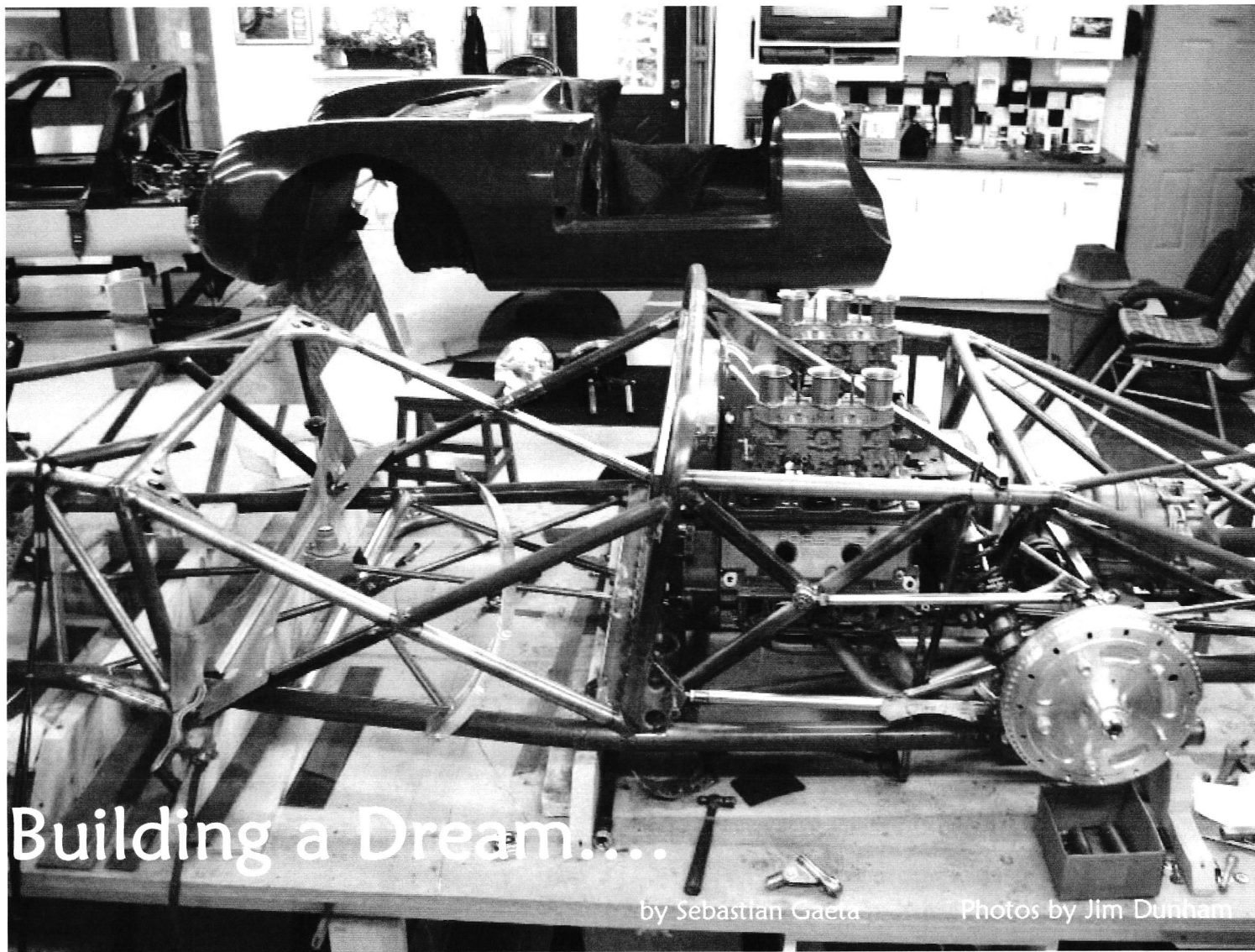
September
6-10 356 Registry W. Coast
Holiday @ SnowMass/
Steamboat, CO.
6-10 Watkins Glen
9 356MCG Bd Mtg -
Logans
23 Munks Oktoberfest
24 Drive Your Porsche
Day-Ferry's Birthday
(18th) -356MCG
Gruppe/SEM event
30-10/1 FallColor Tour

November
11th 356MCG Bd Mtg

December
3rd 356 Christmas Party @
Canterbury Village
9 356MCG Bd Mtg - Logans

June 26 –July 1 *2007*
East Coast Holiday Boyne Highlands,
Harbor Springs, Michigan

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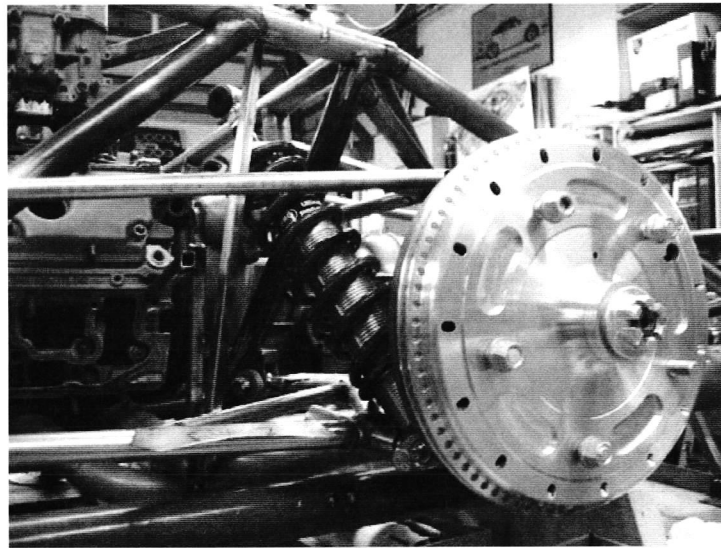
Building a Dream....

by Sebastian Gaeta

Photos by Jim Dunham

The 550 Porsche Spyder holds a special place in many of our hearts – maybe it's the silver shine on a bright sunrise the reflects off the hood, maybe it's because James Dean was immortalized when he put his gloves on and jumped in it without opening the door, or maybe because it represents such a basic good lightweight design – the essence of what a Porsche is.

Long time club member Ted Dunham has owned everything from 924's to 914's and 911's to 356's but has always had affection for the 550 Spyder. When the opportunity to purchase a 550 replica "kit" in the 1990's surfaced, Ted jumped at the chance to pick up the kit, which consisted of a fiberglass body set on a steel ladder frame and headed to Tennessee to pick it up.



The project had languished for a bit as Ted is a fairly busy man working on 356's, helping others restore their cars, or fabricating NLA type parts for fellow club members. When Ted was helping Fred Leydorf assemble his RS60 and preparing for Meadow Brook, the spark ignited the flame again and with some nudging from Ted's son Jim, the suggestion of building an "upgraded" 550 with a frame similar to the RS60, a fully independent rear suspension, and a powerful Porsche Powerplant was irresistible.

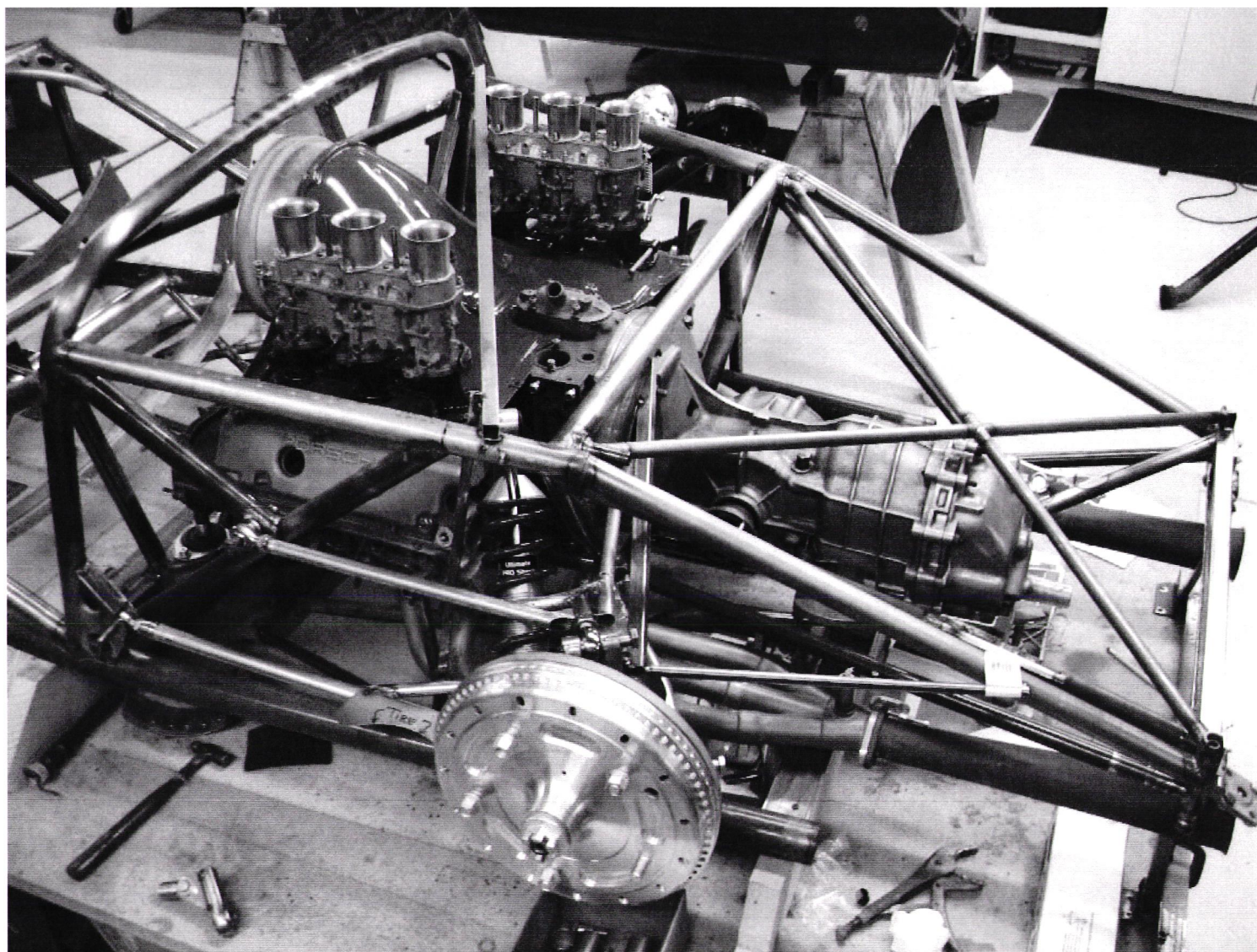
As Jim (a Mechanical Engineer by day) pointed out to his dad; the 550 ladder frame, with little in the way of torsional stiffness, offers minimal side impact or front impact protection for street or track driving. With a tubular space frame similar to the RS60, great gains in strength at low weight could be achieved. The swing axle rear suspension and the 4 cylinder engine could also be upgraded with an RS60 SLA semi-trailing arm design and a 911 engine mounted similar to the 910, 907, or 908.

Jim & Ted worked on CAD drawings supplemented with hand drawings and a design was laid out that basically copied the 550A frame but has provisions for the RS60 SLA rear suspension. The frame dimensions are a mix of 550A and RS60 - Mike Cleves was constructing a 550A in his shop and Ted was able to purchase some long 3" mainframe rails from him to lay the foundation.

Suspension pickup points were measured from Fred's RS60 and adjustments made by Jim to incorporate anti-dive and anti-lift and a roll center to closely match the front 2" roll center. Controlling rear bump steer or rather toe change in the rear as the suspension moves through jounce and rebound is tough with canted arms in a semi-trailing arm type SLA suspension.

Before a big project like this can be started, a flat, level, strong "surface plate" is needed that allows fixturing, "jigging" and basically a place to hold the car in place while it is being constructed. Jim & Ted built a 12 foot x 54" wide wooden platform with multiple strong legs that had two-way height adjusters - allowing perfect leveling of the table surface at a fraction of the cost for a full steel surface plate. Jim had built his GT40 replica on the table so the concept had been proven out.

The frame has been constructed of chrome moly - 4130 DOM seamless tubing with 1.375" x .095 wall (PCA and SCCA GCR spec material) around the drivers compartment with smaller and supporting tubes ranging from 0.75" diameter to 1" diameter in both thin and thick wall configurations. The frame incorporates 550A front and rear lift points along with the rear bodywork hinges and crossbrace - again - replicated from a 550A. Frame cross members and corners feature the traditional early Porsche



design with reinforcing curved gussets with integral flared lightening holes. Door crossbracing and forward/rearward bracing are identical to the 550A with adoption of the RS60 rear "hoop" that efficiently supports the suspension points, springs, & transmission bracing.

Ted hand fabricated the rear uprights from 4130 replicating the RS60 in dimensions and geometry. A mix of 912, VW bearings, and hub drive splines are used to adapt the drum brakes so important to preserve when the look of a 550 needs to be achieved. The suspension is also constructed of 4130 tubing with 1/2" and 5/8" Heim joints along with custom machined outer upright pivots.

The coil over rear springs and shocks are straight from the RS60 design with 1/2" lower heim joints and isolated upper mounts that tie the upper frame and crossmembers together. The rear frame classic "pyramid" type structure was also replicated in Ted's project with a rather neat crossbrace structure that adds great strength but is removable to allow servicing of the transmission.

Packaging the 911 engine, fan, and 901 gearbox from an early 911 meant a few compromises. The main one was length. In order to provide enough driver compartment room and maintain proper halfshaft alignment, the wheelbase needed to be stretched. Photoshop was used on a computer to generate side views of the stretched 550 Project in 2", 3" and 4" increments. Proportionately, a 2" stretch was chosen to maintain the com-

pact look and styling of the little Porsche.

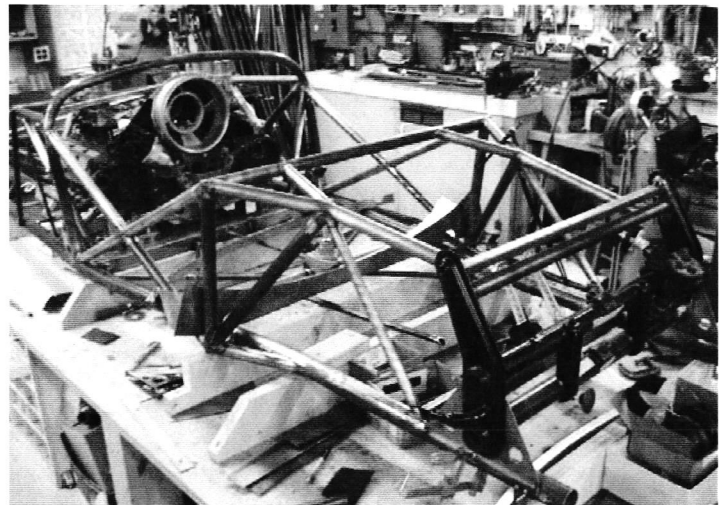
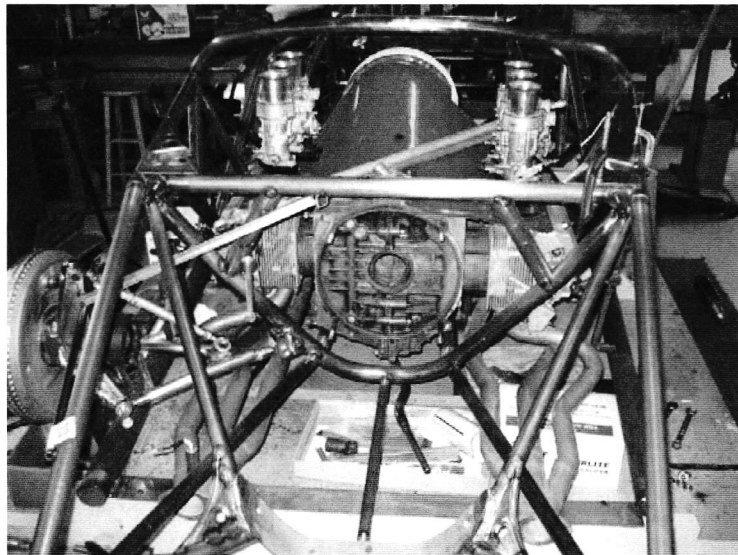
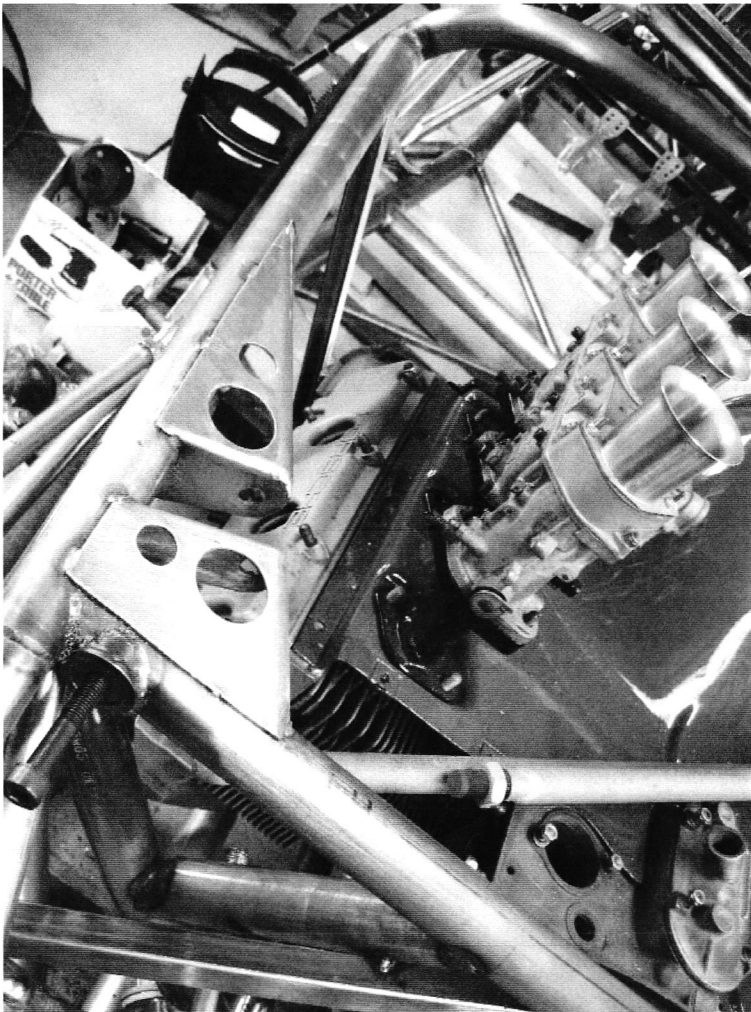
The 901 gearbox is another project in itself – the ring gear must be flipped by machining the opposing side of the transmission case and with the adoption of some 914 shifter parts, an early aluminum 901 case, 911 type trans mount, 914 CV joints and hydraulic pull style slave, the 5 speed gearbox will complete the powertrain. 356 engine shear mounts were adapted in the rear to make transmission installation simple and easy to service.

The 911 engine is only a mockup at this point in the project but the Weber 40 IDA equipped twin plug 2.2L should be sufficient to give even an RS60 a good run.

Ted has already built up the shifter, pedals, and seat – each an almost identical copy of the RS60 with details like lightening holes in the pedal arms and a shifter tower that looks lightweight yet elegant. The steering, dash, windshield, and fuel tank are all "550ish" and from the outside will look 550 but the sound will be unique!

There is still a great deal of work yet to finish, but the project enjoyed by Ted is well on it's way. The gleam in this 72 year old kid's eye tells the whole story – he is about to have his dream come true. We can't wait to see the car at this years Hill Climb.

SEBASTIAN





356 MOTOR CITIES GRUPPE PICNIC

Sunday July 23rd
1 pm till ??? dinner at 3:00 pm

"THREE OAKS"

**Vic & Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461**

Enjoy the day in the country with your friends under the shade of our beautiful trees
gazing upon our little cars circled around the pond.

We have rented a large tent with tables and chairs for everyone.

The entrée this year is fresh BBQ pulled pork, southern-style grilled chicken, and shredded BBQ beef.
Please bring a dish to pass and your favorite beverage.

There will be a charge of \$10.00 each to defray the cost of rental and catering,
please make a reservation ahead of time.

Please rsvp : 810-688-9090

skirmants@hughes.net

Take 24 North thru Lapeer, continue North past the water tower to the 2nd light.

Turn Right onto Daley Rd., follow to 2nd 4-way stop.

Turn Left onto Fish Lake Road, follow 3.5 miles North to Kings Mill Rd.

Turn Right (Eastbound) onto Kings Mill, follow until road turns to dirt, continue
to "Three Oaks". We look forward to seeing you all here.



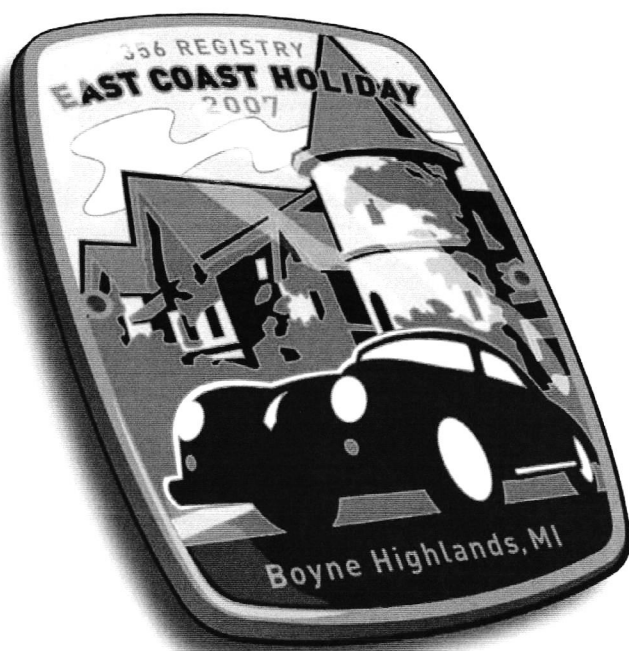
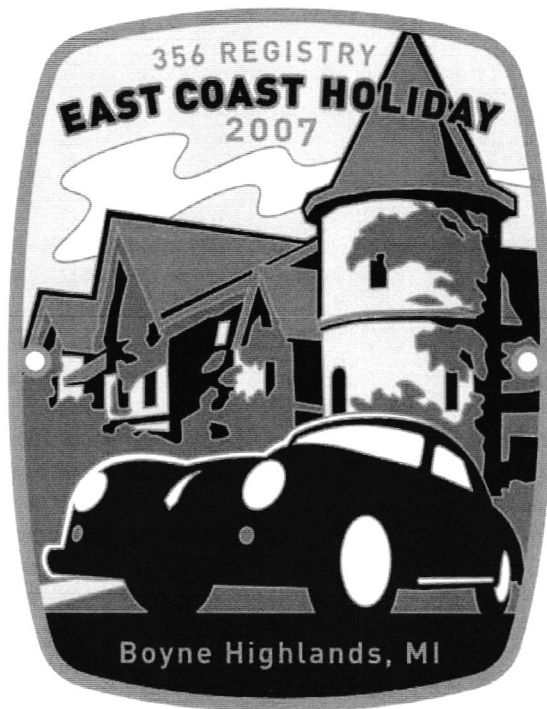
Remember the first year in your first Porsche!

2007

East Coast Holiday Update

This begins a regular series of articles about the 2007 East Coast Holiday. In each issue, we will provide a progress report, as well as discussing a particular aspect of the Holiday. The purpose here is three-fold: 1) get you excited about the event so you'll know that you have to attend, 2) get you excited about the event so you'll know that you have to talk to others about attending and 3) get you excited about the event so you'll know that you have to help out in making it a total success.

First, let's introduce you to the official *ECH2007* Planning Team: Dick Beecher, Ted Dunham, Heath Hurlbert, Harry Kurrie, Barbara Skirmants and I. These folks have invested much energy and time into this effort, as is evident by the neat ideas and planning already in place. I was very involved the most successful 356 Holiday ever – the 1998 East Coast Holiday; and I can tell unequivocally that the 2007 Holiday will surpass that one in offerings, details and extra touches. Not only has the Planning Team come up with some amazing things, but they have been listening and capturing ideas and thoughts from you Motor Cities Gruppe members. We'll drop a few of them out to you in the upcoming issues of Aus-



Puff. Incidentally, the *ECH2007* Base Document, the bible of the Holiday is already 49 pages thick.

Let's devote a few sentences to some of the key accomplishments to date. First off, we sought and received approval from the 356 Registry Board of Trustees to host the Holiday. We then executed a contract with Boyne Highlands in Harbor Springs to be the official host site and resort. For those who have been attending Holidays for many years, they will be happy to hear that this will be the first Holiday in recent memory where all participants will be housed in the same facility.

In the meantime, the Planning Team commissioned Dan Christie to design the *2007ECH* logo to be used for the car badge, shirts, and other items associated with the event. And what a marvelous job he did. The logo had to be approved by both the 356 Registry Board of Trustees and Porsche ag; and that has been accomplished. To the left you will find black and white images of it; but to really appreciate the great artwork and creativity of the design, you will have to go to our web site, where Tom Hudson had posted an image for all to see. And then, to achieve even greater heights, Dan has designed specific logos for each of the four driving events – all playing off of the theme on the official Holiday logo. But we tease you a bit and save those for the next issue.

The Holiday program has been finalized, and there are four significant aspects to it. First, it is very focused on driving your beloved tubs, versus gazing upon them. Secondly, driving these cars implies driving events – and we have four of them. And thirdly, because we have so many neat things going on, we have expanded the Holiday by one full day – to a five day adventure if fun. And lastly, two of the events will be competitive, something not done at a Holiday in many, many years.

Development of the 2007ECH web site is underway, with the site map completed, and over half of the screens designed and populated with text, graphics and pictures. And the Holiday webmaster is on board. Two of the tech session speakers are committed, and the third should be notifying us shortly – he is also instrumental in the 2007 PCA Parade, and needs to finalize matters there before deciding on the Holiday. But we are confident that can worked out. Barbara Skirmants has been doing a fine job of bird-dogging this effort.

Dick Beecher has been wearing two hats Motor Cities Gruppe-wise of late. Besides being a key member of the Planning Committee, he is also editor of AusPuff. This works out very well for the other members of the Planning Team, because he truly understands the importance of the “First Year in Your First Porsche” articles you have enjoyed reading in recent issues of AusPuff. My, what great stories freshening up great memories. These articles will also play a role in the Holiday in June of 2007. We will be posting these special tales in the Hospitality Suite and in the hallways of Boyne Highlands resort, so each attendee to the Holiday can also share in these reminiscences.

We have some of the key personnel in place as we start to approach the execution stage. Someone else on the Planning Team is also wearing two hats – Harry Kurrie. In addition to his duties as a Planning Team member, Harry is serving as Treasurer of the Holiday. He brings wonderful credentials to this role, as he performed this function at past PCA Parade. Dave Hinz has assumed the project leadership for the hill climb, and Dennis Denyer has

similar responsibilities for the gymkhana. These are going to be two of the most fun participant events at the Holiday – and two of the most fun events to work on. So, get on board early, call Dave or Dennis and tell them that you want to help out. And Dave Burton, when not assisting in the design of a safe hill climb, will be coordinating all of the photography necessary to capture the excitement, fun and quality of the 2007 East Coast Holiday.

As you can see, much has been accomplished in the past six months – and all too soon, June 26, 2007 will be here. Much more needs to be done. We promise to keep you posted with our progress in each forthcoming issue of AusPuff. In turn promise the Planning Team and yourselves to commit to assisting all of the others in the 356 Motor Cities Gruppe to making this the grandest 356 Holiday ever. You can do this in two important ways. One, contribute your ideas to any of the Planning Team. And two, contribute some of your time and energy by volunteering your talents to one or more of the tasks going forward.

Next issue, another progress report and details of the event program.

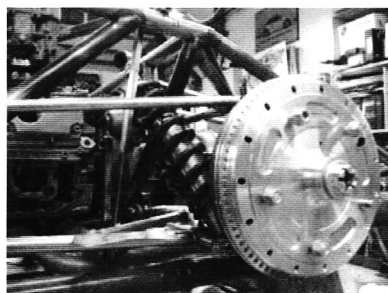
See you soon,

DAVE PETERSON

“The Planning Team commissioned Dan Christie to design the 2007ECH logo to be used for the car badge, shirts, and other items associated with the event.”

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

AUSPUFF ROAR



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