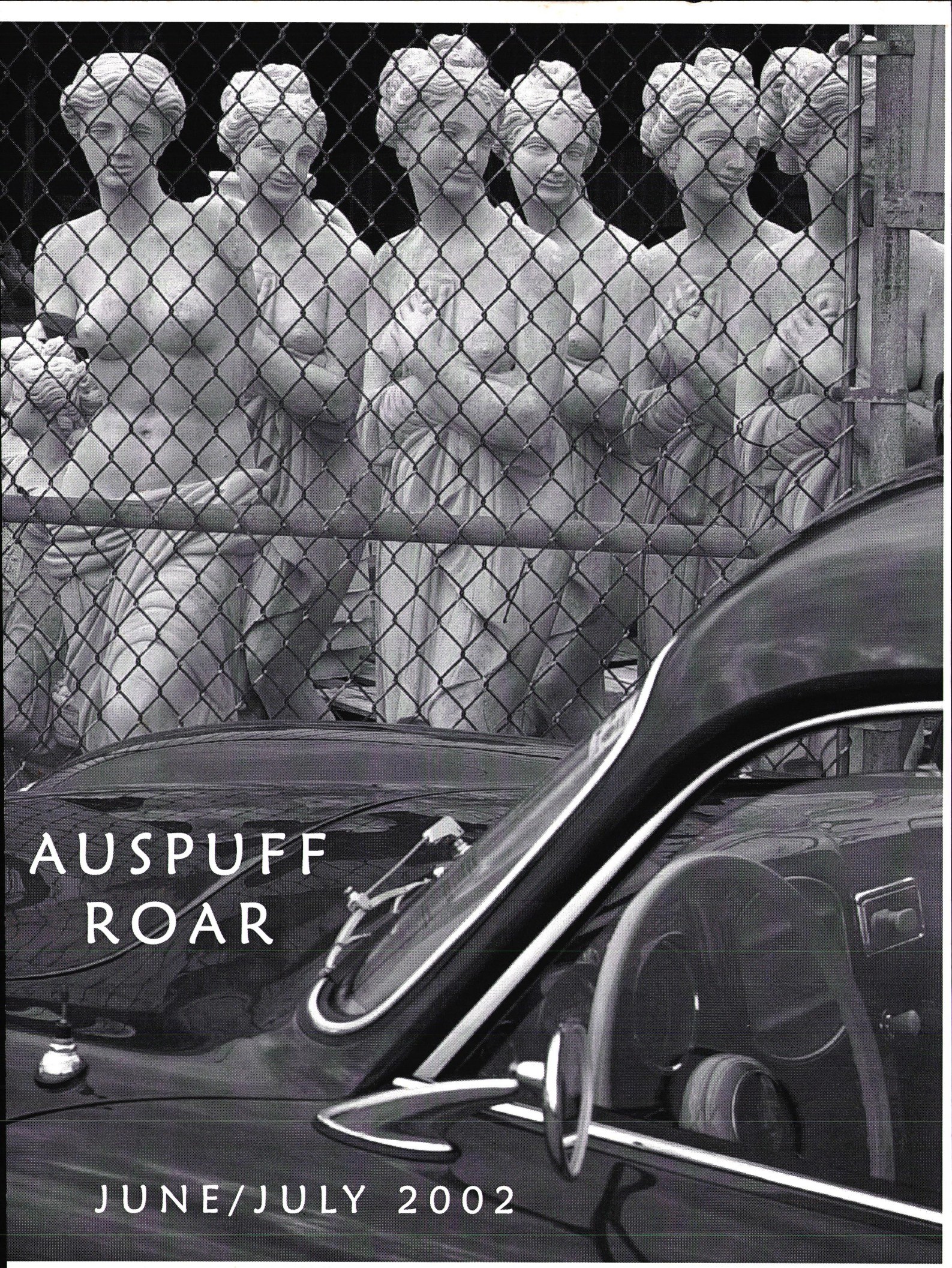




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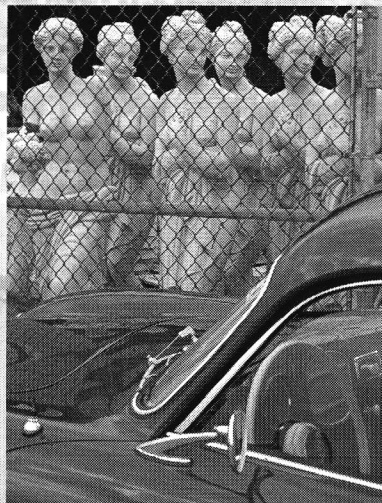
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ON THE COVER:



Some lovely ladies fall hopelessly in love with Dan Christie's '55 coupe at the tenth annual Gruppe Spring Tour, hosted by Len and Linda Hanson.

**Photo by
Gottfried Hogh**

The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe is \$15 per year due at the first of each year. Advertising rates per issue in the Auspuff Roar are as follows: Business card size—\$10, Quarter page—\$25, Half page—\$50, Full page—\$85. Please send membership dues to Barbara Skirmants 27244 Ryan Rd, Warren, MI 48092. Please send any materials to be published or advertising copy to:
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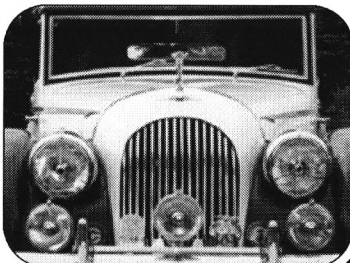
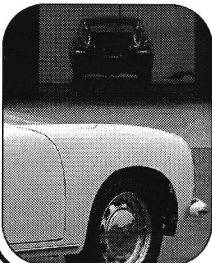
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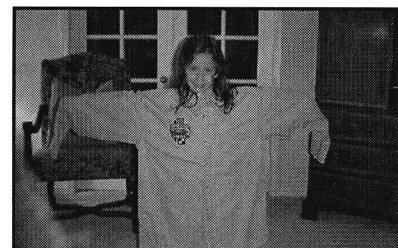
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Denim shirts w/ a Motor Cities Gruppe alternate logo are now available. They are \$45 which includes your name embroidered on the shirt. They come in S-M-L-XL. T-shirts are available for \$15

Call Barb Skirmants 586-558-8692
skirmants@comcast.net



PRESIDENT'S LETTER



Summertime, and the livin' is easy...

And this being summertime means that the Spring Tour is now in the annals of history under the 'Successful Event' column. Len and Linda Hanson did a spectacular job of planning and executing the Tour this year; and if you see or talk to them in the near future, thank them for making that colder than normal Sunday a little warmer by finding some great roads (augmented by detailed driving directions and other goodies) and interesting stops along the way. See the story by Emily Rohrer on page 20.

The next hosted get-together is the Summer Picnic on August 11th, hosted by Brad and Gabby Richards. Originally, the Richards' were planning to have the Picnic at their new home, but alas, Mother Nature has been playing dirty tricks on their efforts to turn brown dirt into a new 'golf green' quality lawn. So, while Brad and Gabby are Hosting the event, the location will be Ted and Lanita Dunham's home in Milford. See the announcement on page 19. This teamwork approach exemplifies the Motor Cities Gruppe goal of "Good friends, great cars and continued

camaraderie". I sure hope we see Dick Beecher at the Summer Picnic, as he and Diane missed the Spring Tour so they could hang around some Mustang Corral. He claims he was working; but I

"Len and Linda Hanson did a spectacular job of planning and executing the Tour this year; and if you see or talk to them in the near future, thank them for making that colder than normal Sunday a little warmer..."

thought Dick had retired.

And Barbara and I *will* be there in our car! The now silver metallic cab is out at Ted Dunham's, and all the pieces are getting hung, bolted and torqued. It is looking very nice, thank you, and my dear wife is saying "and well it should, David."

Gerald VanVliet has come up with an idea for an event where everyone drives his 356 to a scenic location and we take a large photograph of the club and its cars. This

event would take place on the national "Drive Your 356 Day" in September. Look for further details in an upcoming issue.

There is a new and exciting swap meet planned in Auburn, Indiana July 13-14. It is hosted by the same people that used to put on the Literature swap meet the night before the Stoddard event. This event should fill the void felt by the many parts hounds in our club. See the full page announcement on page 4.

Also, on the third Tuesday of every other month, the Gruppe has an informal Dinner at Zack's in Warren at Dequindre and I-696. Join us for a light meal and heavy conversation. Details on location and definition of the "other month" can be found on the calendar on page 5.

And don't forget the North Coast Holiday. It looks to be a very nice event in some very beautiful country. I've talked to Stan and Jane Bonnesen, and registrations are coming in at good pace. If you're planning on attending, do them a very big favor and sign up soon. See registration information on page 24.

Well, see you on the 11th, in a very lovely silver cab.....

Dave Peterson

PORSCHE

Toy, Literature, Parts, Swap Meet & Car Show

July 13/14 2002

Location: American Heritage Village, Auburn, IN • Directly across Interstate I-69 from eBay/Kruse Auction Park, I-69, exit 126, 20 minutes south of 80/90

Porsche Toy, Literature & Memorabilia Meet, Saturday, July 13

Vendor set-up at 4PM: Earlybird Shoppers at 5PM

Doors open 6PM - 10PM

Vendors pay \$25 per 8' table; Earlybirds \$10; Regular Shoppers \$5
Refreshments Included.

Porsche Cars & Parts Swap Meet, Sunday, July 14

6:30 AM to about 3PM

Vendors pay \$25 per 10' x 20' space, no charge for shoppers

Package price on one space for both events is \$40

Porsche Car Display, Sunday, July 14

All Porsches welcome regardless of type or condition. No concours judging.

People's Choice and Participation.

Prizes sponsored by Stoddard Imported Cars.

Special Prize for Best Beater driven to the meet.

Headquarters Hotel: Auburn Inn is holding a block of rooms at the preferential rate of \$79 per night, single or double occupancy. Mention the Porsche group when making reservations. Complementary refreshments available at a Hospitality Room in the hotel Saturday afternoon and evening. Special Porsche parking area. Telephone: 260-925-6363

Reservation Form:

Name: _____

Address: _____

City/St/Zip: _____

Phone/e-mail: _____

\$25 for first space, \$20 for additional spaces;

\$40 for one space at both events.

Please note number of spaces required:

_____ Lit Meet (Saturday)

_____ Swap Meet (Sunday)

Please make check payable to:
Midwest Porsche Swap

Please mail with your check to:

Bill Ramsey
3686 Orchard Street
Mogadore, OH 44260

Questions:

Call Bill at: 330-628-1913

Jim at: 574-287-4500

Myron: 330-836-4770

MOTOR CITIES GRUPPE CALENDAR

JUNE

1st-The All New Stoddard's "Porsche-Audi Fest"

The Old Swap Meet Format is Dead. Long Live The "Porsche-Audi Fest"!

JULY

13th-14th Midwest Porsche Swap Weekend, Auburn Indiana.
See page 4 for details

16th-Membership Dinner

At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

26-27th— Bay Harbor Concours d'elegance, Bay Harbor, MI. Classic cars and boats in Bay Harbor. For info please call 231-588-7404

AUGUST

11th— Motor Cities Gruppe Family Picnic Hosted by Brad and Gabby Richards, at the Dunham's house (long story) in Milford. See info on page 19.

22-25th—356 Registry "North Coast Holiday" Duluth, MN. See pg. 24 for details

SEPTEMBER

17th-Membership Dinner

At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

OCTOBER

5-6th —Annual MCG Fall Tour

Hosted by Michael and Maureen Heilman. Destination to be announced

NOVEMBER

19th-Membership Dinner

At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

DECEMBER

TBD Annual Motor cities Gruppe Holiday Party.

JANUARY

21st-Membership Dinner

At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

FEBRUARY

Open

He is one of those people you can talk to easily - perhaps this stems from Viennese charm. Richard Hetmann was born in Wiener Neustadt, not far from the Austrian capital, in 1925, near the site where Ferdinand Porsche worked for nearly two decades. When Hetmann reached the age where one takes an interest in technology, the Austro-Daimler factory no longer existed and the directorship of the Wiener Neustadt aviation factory, which belonged to Messerschmitt, was located in the Porsche Villa. This young Porsche engineer only learned much later that he had grown up on historical soil. Today one of Hetmann's technical achievements has already become part of history too: he played an important role in developing Porsche synchronization and the five-speed gearbox of the fifties. They knew him then as "gearbox Hetmann" whereas today he holds the position of head of project work for all Porsche products, one of the key Weissach positions when it comes to vehicle development and design.

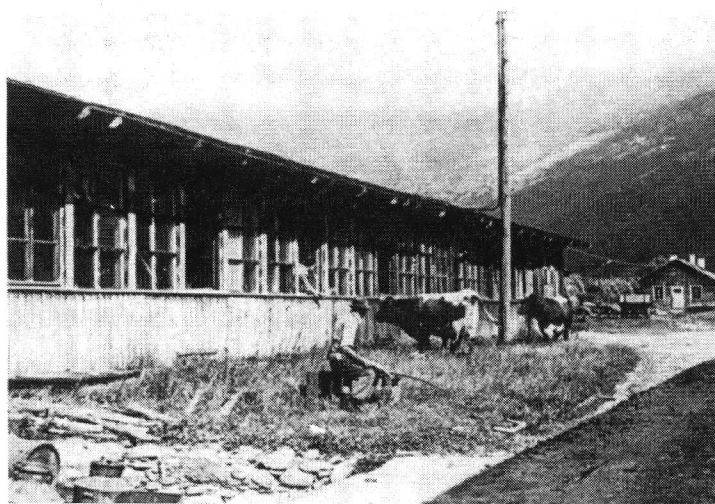
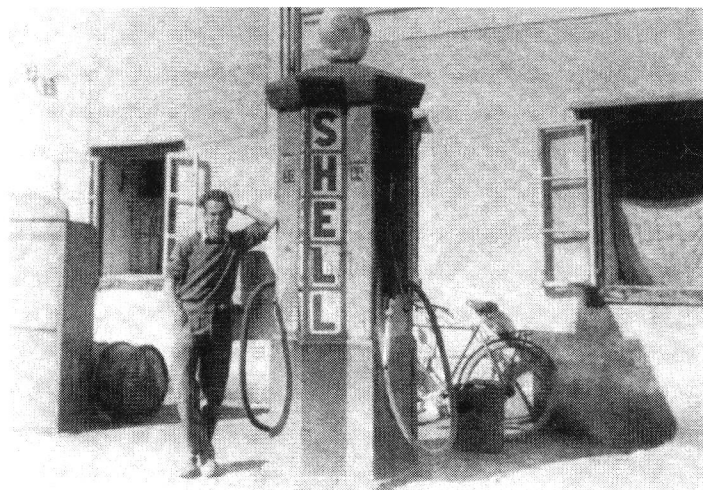
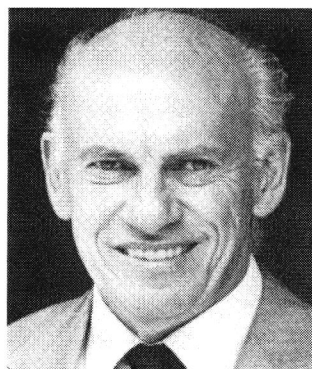
The young man who entered engineering school in Allentstadt in 1939 could hardly foresee what his later life would bring. He became a soldier upon graduation and was later posted to upper Italy with a replacement group to cover heavy losses following the battle of Monte Cassino.

But he experienced his first dramatic meeting with a Porsche product there: Hetmann retreated across the Po in an amphibian, fell into the water anyway and was delivered to a hospital in Cortina d'Ampezzo, seriously ill. Hardly well again, he ended up in the ranks of the fanatic General Schörner who fought on in Czechoslovakia long after the war was over.

He became a Russian prisoner of war but decided on the spur

From
Christophorus
August 1985
A Portrait:
Richard Hetmann

From Gmünd To Weissach



A Shell filling station when fuel was rare: Hetmann's start to a working life came in Gmunden, followed by the move to Gmünd. Cows peered in the windows of Porsche's design offices - romance of those early post-war years.

of the moment to swim the Moldau and reach the Americans who had advanced as far as Prague. That was a lucky move: the young man was released following a short, fair investigation. He gave Gmunden, where relatives lived, as his address in the West. Events had made him a German citizen in 1938, but he was now an Austrian again and remains one to this day - with residency rights in Germany. "They can't pitch me out."

His first career move proved fortunate: "I managed to get the lease for a Shell filling station. Gasoline was only available for coupons but it was a very desirable black market item and sometimes even post office people filled up at my place. My future wife worked in the county office. That was in the building next door, where I met her." Hetmann had higher ambitions, however. He left the fuel pumps and took up studies at Vienna Technical University, pursuing a master's degree in engineering. "I had an uncle in America who promised to pay for all my studies. Unfortunately that didn't work out because Vienna was in the Russian zone and dollar transfers were forbidden. Money simply ran out after a year and I couldn't go any further." This turn didn't prove a drawback for the young technician, though. "By chance I learned one night at the movies that Porsche was in Gmünd and looking for engineers. There was no announcement, it was word of mouth. Chief Designer Rabe came from the town next to mine, and there were connections. A colleague of mine and I both wrote to them and I was taken on but he wasn't, because they didn't need many at Porsche then." In those days Porsche in Gmünd was not what we think of as a modern technological center. Porsche people spoke somewhat ironically of the "Barracks Cor-

poration." "The firm consisted of a few huts with the design office in one and production in the others. There was even a smithy. The old sawmill had been assigned to Porsche during the war. We lived at inns, paired up for rooms in the order we arrived. I had the good luck to share a room with Dr Fuhrmann. We lived together for two years and got along very well."

There are many tales from that legendary Gmünd era, when Porsche people left their unmistakable imprint on the little town. Some escapades bordered on illegality. For instance, public power was tapped directly, bypassing the meter, to heat the rooms with glowing wires, or to boil water with a wire to each pot handle. One morning all the buses had disappeared so that workers from outside town couldn't reach the train - they were later found in hiding. Or the lumbermen, who owned some of the few cars, looked for them in vain after an evening at the inn. Kern, as manager of the firm, had to act as peacemaker personally when the young men posted a beauty

assessment of various Porsche secretaries on their bulletin board.

There was ample technical activity too: Hetman worked on the Cisitalia project and sports cars numbers 372 and 374, also developed for the Italian, Piero Dusio. They even worked on tractors. Hetmann's first solo job was a sports car supercharger - "which even ran." Parts had to be made on the scene because there was virtually nothing to buy. "We smuggled spark plugs over the border in a knapsack. Borders were closed and the accessory industry was abroad. Fortunately we had relatively good tooling which had been moved there during the war. It was suitable for prototypes. Dusio in Italy found whatever else we needed."

Hetmann worked in the chassis area to begin with and then moved to transmissions. "I never came to terms with sheet metal, however." Gear tooth technology was new territory then. "We didn't even have formulas. I worked on those and we are still using

the same basics today, naturally in very refined form. The problem was to achieve better balance for forces which appeared with cogwheels of various sizes.

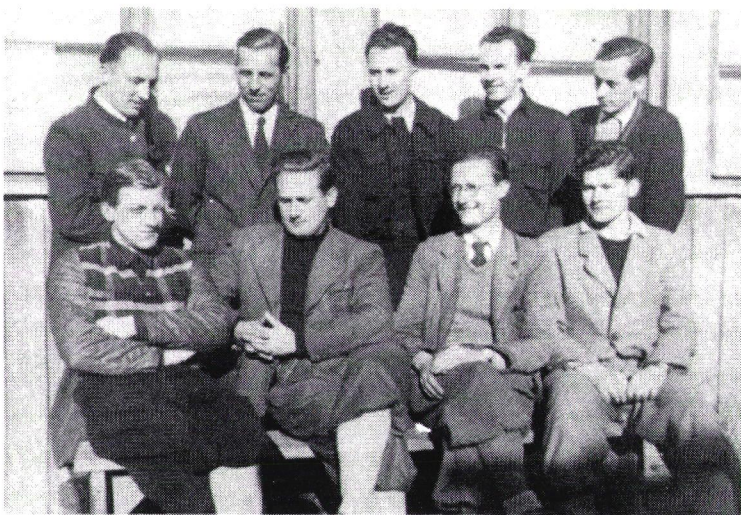
"Professor Porsche wasn't well then but he still came into the office almost every day. "He went from board to board and got to mine just as I was drawing a 372 chassis. He criticized it roundly, nothing suited him. Then his son appeared and took the old gentleman off to lunch. My boss, Leopold Schmid said, 'Get rid of that drawing or we'll be in trouble.' I took down the drawing and didn't have anything else on hand but an enormous drawing of teeth meshing. I hung that on the board. After lunch the old Professor came through the door with his hat signaling 'storm.' He came up to me, looked over the board and said, 'Well, why didn't you do that in the first place?' The chassis remained just like it had been originally."

The first versions of later-famous Porsche synchronization were created at that time.

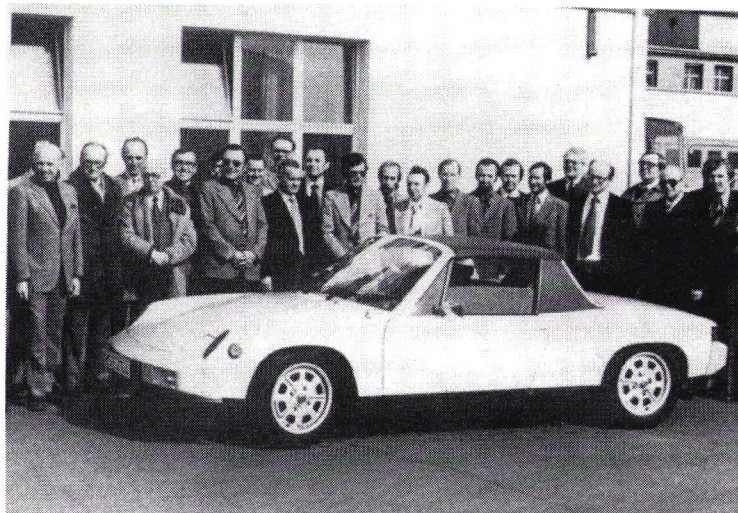
The Cisitalia race car already had a synchronized gearbox, not a common thing with race cars in those days. "However, that was a system which we dropped later in favor of Porsche synchronization which, of course, became popular around the world."

Hetmann sees the basis for the success of Porsche synchronization in the fact that Borg Warner synchro had not yet achieved today's level. "It wasn't satisfactory for rapid, sporting shifts. We developed our system especially for sports purposes and there was no Formula 1 car without Porsche synchronization prior to 1954. Daimler-Benz used it and so did the British Vanwall, although it was built by a gearbox factory. Ascari drove comparison tests on the Monte Carlo circuit and actually won time compared to unsynchronized boxes. This didn't work with the Borg Warner which locked so firmly that you couldn't engage a gear fast enough. To exaggerate, the Porsche synchronization was a little "sloppier," it synchronized but didn't block. The driver needed

(Continued on page 8)



Original Porsche crew in Gmünd. Back row from left: Paul Ernst, Leopold Schmid, Ewald Mozelt, Richard Hetmann, Hans Chabek. Seated: Wilhelm Gasteig, Karl Kral, Hans Herzog and Wolfgang Eyb, now design chief in Weissach.



Hetmann was project director for the VW-Porsche 914 - one of the most-produced sports cars of the seventies. When the final car was built in 1977 this memorial photo was made of the service teams from Porsche, VW and Karmann. Far left, Richard Hetmann.

(Continued from page 7)

some strength to engage a gear, but he always had one and never got caught in between."

Porsche synchronization only lost ground much later, in the seventies. "Borg Warner caught up enormously, particularly in comfort. The open synchro ring which we used required more power for slower shifts, which are the normal case. Just the opposite is true of the Borg Warner. When you shift it slowly the comfort is outstanding, while with fast shifts possible today, there is relatively strong resistance but a gear is still engaged fast enough. Porsche synchronization led all such transmission systems for a long time and was used by almost all the known factories, including BMW, Alfa Romeo and Ferrari."

Hetmann married while in Gmünd, in 1949. The plant was closed in April 1950. They still lacked space in Stuttgart and some of the young engineers were sent directly to Volkswagen in Wolfsburg - including Hetmann. "We were slaves in Wolfsburg, so to speak, working on VW-Porsche projects. Leopold Schmid was there as my direct boss but VW people decided what we would do. Of course we didn't always stick to that. Together with Mr. Schmid I developed another new synchro system, frictionwheel synchronization. The VW factory was against it but I did it anyway. I had a company bicycle and rode to the appropriate workshops where they built the gearbox without orders from higher up, for no more than a couple of packs of cigarettes. The old Professor visited Wolfsburg in 1950 and Ferry Porsche asked me to follow him, but not too closely, so

somebody would be on hand if he didn't feel well. I did that but he noticed and said, 'You might as well walk by me instead of running along behind.' So we went through the factory together and that gave me enormous prestige. When they discovered I had developed a gearbox without permission, I had to leave the factory immediately. Leopold Schmid recommended that I drive to Stuttgart without delay. 'We don't know anything and you will be gone.'"

There was another vacation interlude in Gmünd before Hetmann finally took up his assignment in Zuffenhausen: gearbox development. Transmissions were an oft discussed problem then - most automobiles still used unsynchronized three- or four-speed gearboxes and Porsche managed the trick of fitting a fully-synchronized five-speed box into the housing of an unsynchronized VW four speed. Hetmann, a father in the meantime, moved to the large design office in their new Plant II next. "For transmissions, design and experimental departments, were under one roof, an exception. Later we moved to the old plant but that remained the same. Transmission construction was located where repair shops are today." Racing put even higher demands on the gearboxes. "Le Mans was an important standard since output climbed every year and the gear-boxes, including synchronization, had to keep pace. The first licenses were granted then and we worked with licensees in the development department. We even took up trucks and the first fully-synchronized truck gearbox stems from that era."

There were other projects as well: "Back then, in 1951, we worked on a hydrogen engine. Alternative drives were under

discussion at that time. I designed the engine alone and it worked. It ran steadily at the Stuttgart technical college until the hydrogen generator exploded. That was when they realized what we were up to and had us thrown out."

"Modern times" for Hetmann began in the sixties. He worked on development of the Type 914, midengine sports car, on the side at first, later as chief project director. "The 914 was a VW contract, but it was built by Karmann. I worked on the chassis and gearbox. When the car went into production at Karmann I was named project director and did that for many years. Looking back, I see the 914 as a major success. It was easily the most-purchased sports car in the world at that time. They built 122,000, which was unique. The handling of such mid-engine cars is a question of philosophy - the small moment of inertia around the vertical axis requires greater attention, but gives the experienced driver ample range for his driving style. The fact that mid-engine road sports cars are being built in greater numbers again may be due to this."

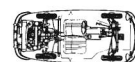
Realization of the 914 was the first project carried out in the manner common now. "Today every model line at Porsche has its own project director, i.e. the fours, sixes or eights. Direction of all these project groups is my responsibility. In addition, the development lab comes under my supervision for the reason that all our warranty requests are handled through this laboratory, so long as claims are attributed to materials or production. To achieve a short path between the customer side, meaning the claim, and determination of the flaw in a

lab, including eliminating its cause, Mr. Bott decided that the laboratory belonged to this project group. That is how we achieve very direct customer influence on development. When there are too many stations in between there will always be adjustment problems and it is part of our job to bridge all such matters."

Project direction work can cut right across all special departments, including chassis, bodywork, engines, transmissions and electrics. These are normally organized in hierarchies, it's true, but the project director, as a horizontal organization, can provide the ties between all these specialist fields.

"Beyond that, we prepare suggestions on future model programs for the years ahead. The Board then decides what will be accepted and what won't. The suggestions come from us. We have to produce the project books: what must an automobile be able to do in two or three years? Once decisions are made, we oversee the entire job from first drawing, via experimentation and pre-production, up to production. Our people must always be on hand to see whether everything works or if something must be changed."

Development work is just as enjoyable for Hetmann today as it was on his first day in Gmünd. His only worry is computerization which his experience suggests still causes too much delay in the development realm. "Today it can take six weeks before a drawing from design reaches production. We used to simply carry them from one hut to the other. That only took a couple of minutes more if it was raining and nobody had an umbrella handy..."



Thanks to the Motor Cities Gruppe

Just over a year ago in April 2001, I bought my first 356, a red 1964 "C". I love it - it's a dream come true for me. But I really didn't know what I was buying, which was not too smart. I have been lucky, as it's turned out to be a pretty nice car. Its not a concours car, but I am proud of it.

I bought it from a fella in Indianapolis, and the poor car literally limped back to Michigan, as my wife and I drove it home. It leaked oil, was only running on 3 cylinders (which I didn't realize), wouldn't idle very well, and had an assortment of little things wrong with it. As we drove home, I could literally feel it getting worse and worse - and I didn't know anything about these cars, but even I could feel it getting worse!

I didn't know anybody who knew anything about these cars either (I tend to do things backwards). But after looking around, I found out about the 356 Registry, and more importantly, I found about our 356 Motor Cities Gruppe. First I talked to Barb and

Vic Skirmants who were wonderful, informative, and very sympathetic with my plight, but just didn't have time to look at my car. But Vic did me the greatest favor I could imagine, which was to refer me to Ted Dunham.

Ted didn't know me from Adam, but he immediately took me and my car in, and began what has been a year of gradual repairs and improvements, some serious, some just cosmetic, but all of which needed to be done. And of course, there is more to do.

Vic ultimately found a slot of time for me last fall, checked my engine and trans out, tuned it up, and reworked my carbs, and the car just runs great. Between Ted and Vic, I have much more confidence and fun with my car.

Ted has spent hours and hours on my car, so the whole point of this note is to give Ted an extra thanks publicly for all that he has done for me, for all of the time he has given me, the patience that he has had with all my questions, and for all that I

want to do to the car, and most importantly, for being my friend. Ted never even once rubbed my nose in this car; he just helped me make it correct.

And this note is to thank all of you who I have called with all of my questions - I know I have probably driven some of you nuts.

I know that this kind of help is nothing new to many of you, but for me, a total stranger, to be taken in by all of you in our club, is amazing to me. I had no idea when I bought this car what a support group I was going to have. And considering what little time I do have, and that I am not much of a mechanic, I am blessed. Just think, I could have bought an MG or something!

Thanks Ted.

David Preston
Rochester Hills, Michigan

In a ceremony on 4th November 2000, the primary school in Hausneindorf, Saxony-Anhalt was given the name of Huschke von Hanstein. More than 300 guests attended the celebrations, including numerous representatives from the world of politics, such as the member of the European parliament Karsten Knolle (CDU) and member of the State parliament Manfred Stephan (SPD). However, everything centered on Ursula von Hanstein, the wife of the racing baron who died on 5th March 1996, and his sister Annemarie Griffin Pfeil.

The current school building was once the manor house of the Hanstein family, and was where Huschke von Hanstein and his sister Annemarie spent part of their childhood. The former living room is now the sports hall, in which the various performances during the celebrations could be seen. For example, a play staged by the school-children themselves entitled "The Zebra Crossing". Von Hanstein, who from 1950 combined the roles of racing manager, racing driver, PR boss, photographer and cameraman at Porsche, was the inventor and

initiator of the zebra crossing.

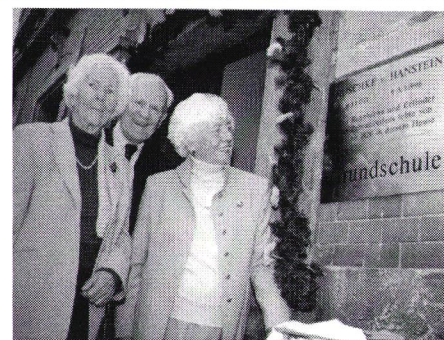
The letters from Michael Schumacher and Dr. Wolfgang Porsche read out during the event represented a great surprise. The Formula 1 World Champion did not let anything prevent him from sending his regards in this way, as he has a lot of admiration for Huschke von Hanstein. In his letter, he recalled a meeting in Australia, then von Hanstein traveled specially to present him with the ONS trophy personally. He also wrote: "Dear Ursel, I still feel a real connection with you and your Huschke and I am very pleased that Huschke is being honored in this way today".

In his letter, Dr. Wolfgang Porsche also remembered his links with von Hanstein; "in my youth they were marked with admiration, in later life with friendship and respect".

Tobias Aichele

Huschke von Hanstein School

by Tobias Aichele



His movie career lasted exactly three films. Most of you may not know that his racing career lasted exactly as long. Dean was on his way to his fourth race when he decided to take his new Spyder off the trailer to get some more seat time. He never did race that day. Even more amazing may be that nearly everyone who is reading this has owned a Porsche MUCH longer than Dean. He owned his Speedster for 6½ months and his Spyder for only 9 days. All told his ownership of Porsche automobiles was less than 7 months!

My purpose here is not to attempt to cast a shadow over Dean's mystique; on the contrary. Even though his tenure as a Porsche owner was short, he was the perfect representative of a 356/ Spyder owner. Unassuming yet mysterious. Quiet yet determined. Cool in an "outsider" sort of way; you certainly aren't physically intimidated but you wouldn't want to tangle with him. Respect at arms length.

The fact that he has become one of our most beloved icons despite his short stay in the spotlight is a testament to the American Myth.

The Good

In a story written for the now defunct *Classic Automobile Register*, Paul Drake sums up this phenomenon this way: "Any discussions of the Porsches of James Dean must begin with the admissions that there were only two of them, a 356 Speedster and a 550A Spyder, and that

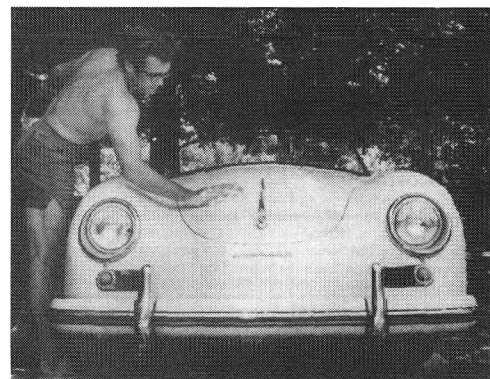
Yet Another James Dean Story... The Good, The Bad, and The Ugly You knew it was going to happen; it was just a matter of when.

Sebastian Gaeta



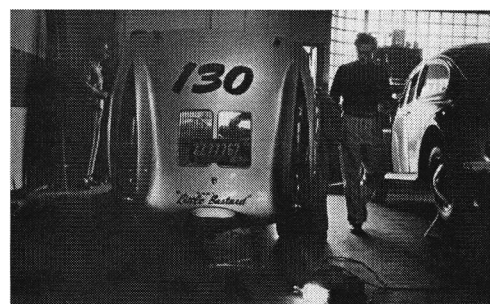
he was a Porsche owner for less than seven months. Dean raced the 356 aggressively and with more success than most of us would guess. He did not race the 550, but was on his way to an airport course east of Monterey, CA to do just that when he was killed in a two car accident near the hamlet of Cholame on September 30, 1955.

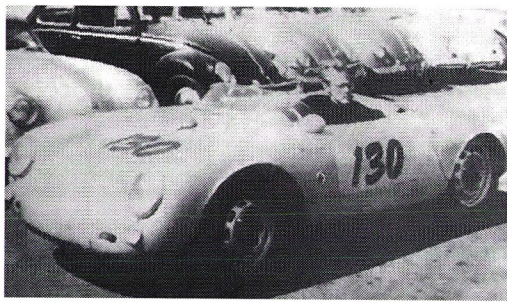
Beginning with motorcycles as a youngster in Fairmount, IN, James Dean displayed an ultimately fatal attraction for speed. Having moved as high on the two-wheeled ladder as a Triumph T-500, he made the logical



turn to sports cars when he bought a red MG TD in May of 1954.

His appetite whetted by the MG and his wallet fattened by pay for his first movie, *East of Eden*, Dean traded in the MG on his first Porsche, a white 356 Speedster. He bought the car in early March 1955, and ran his first amateur race, a California Sports Car Club event, at Palm Springs on the weekend of March 26-27. Astonishingly, he won his Saturday qualifying race. On Sunday, he finished third behind winner Ken Miles, who was at the wheel of an MG special known as the Flying Shin-





Wearing the black turtleneck, photo probably taken the same day as photos on opposite page



Again, Dean and Wutherich just minutes before the crash.

gle.

Dean next raced the 356 at Bakersfield, winning his class and finishing third overall in the qualifying race and turning in a ninth overall in the Sunday feature race. At Santa Barbara on the weekend of May 28-29, Dean was gridded eighteenth for the six-lap qualifying race. Dean moved up to fourth place, spun, hit another car and a hay bale, then burned a piston and did not finish. Dean's race weekend was over. No one knew it at the time, but his racing career was over as well.

At this juncture, Dean's film career was aflame. He had finished *East of Eden* and would soon start filming *Rebel without a Cause*, the film that did more to spur the sale of red windbreakers than even Vladimir Lenin. On the heels of that film, he would begin *Giant*. Studio executives had insisted on a

racing ban for the duration of both productions, putting Dean out of action through the summer.

Convinced that he could win important races, Dean shopped for a new car. A Lotus 9 to be bought from Lotus distributor Jay Chamberlain did not materialize, and Dean looked to John von Neumann, proprietor of Competition Motors in Hollywood. The young actor had seen von Neumann's 550 Spyder race at Bakersfield and had been impressed. On the advice of mechanic Rolf Wutherich of Competition Motors, Dean traded in his 356 on the Spyder. On September 21, 1955, he took delivery of the new 550, chassis number 550-0055, at the dealership. Its price was \$6090, of which Dean paid \$3000 in cash. This was a three-way trade, with Dean's Speedster S going to his friend Lew Bracker, and

Bracker's 356 going to Competition Motors. The latter car's whereabouts are unknown.

The 550 was a thoroughbred sportsracing car. At 110 horsepower, it outgunned the 356 with 40 more horsepower, and its top speed of 135 mph represented a major advancement over the Speedster's 104. The car weighed in at 1200 pounds, nearly a quarter-ton lighter than the Speedster.

On September 30, 1955, two weeks before *Rebel without a Cause* would be released in theaters throughout the U.S., Dean and Rolf Wutherich left Hollywood and headed north toward Salinas. At a tick before 6 p. m., at the intersection of California Routes 41 and 466, Dean was killed when his Spyder struck a Ford Custom two-door driven by Donald Turnupseed. Wutherich, seriously hurt, survived, as did Turnupseed. The Spyder body subsequently disappeared, though many of its parts were removed.

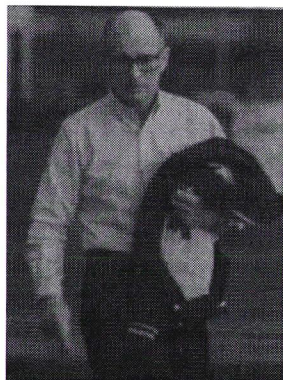
There are endless details that can be ferreted out about James Dean's love of cars, but most of the work has been done for you by Philippe De-fechereux and Jean Graton. Their book, *James Dean: The Untold Story of a Passion for Speed*, is quite detailed. And do not miss the SpeedVision documentary on Dean put together by Lee Raskin and Brock Yates."

"I think there is only one form of greatness for man. If a man can bridge the gap between life and death. I mean, if he can live on after he has died, then maybe he was a great man. To me the only success, the only greatness, is immortality." James Dean

OPPOSITE PAGE, CLOCKWISE FROM TOP LEFT:

Dean and Wutherich minutes before crash (note the Nürburgring badge on left fender). Dean washes his first Porsche, a Super Speedster. Dean inspects his 550A Spyder at Competition Motors; during this photo session the famous picture used in the Champion spark plug ads is taken.

Same day, but this photo shows the front of the car.



Donald Turnupseed. The only time he ever spoke about the crash was when he was questioned by police

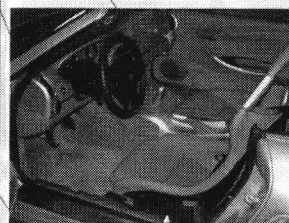
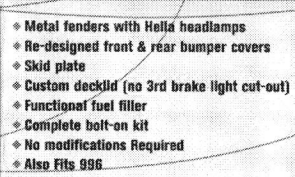
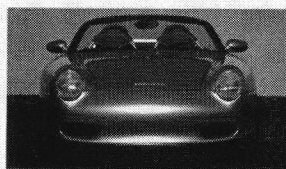
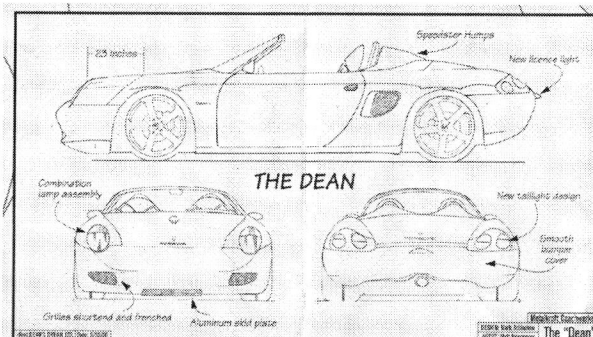
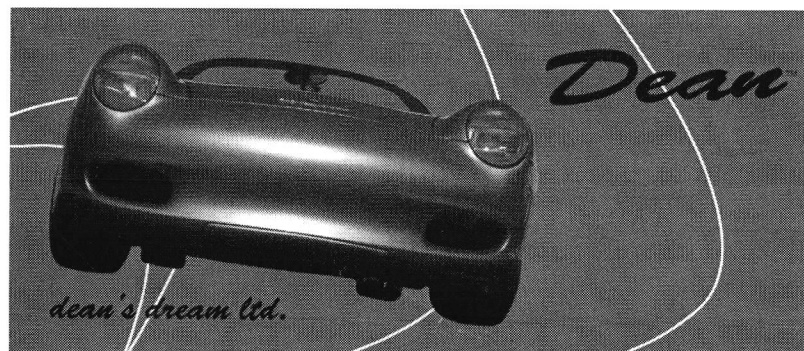
(Continued on page 12)

The Bad

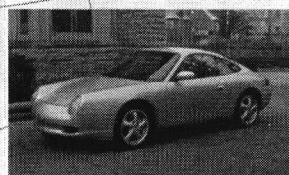
Dean Trindle, an investment broker from Cincinnati, had a vision. He liked the overall concept of the Boxter, but felt it needed a little more attitude and set out to do something about it. Enlisting the considerable talents of Mark Schlachter to create "Dean's Dream" a tribute to James Dean's Spyder, he did just that. I've seen this car in person twice now and it is "BAD" — as in attitude.

Schlachter's company, "Metalkraft Choachwerkes" in Cincinnati designed and fabricated this concept from the ideas running through Dean Trindle's mind. The Hella headlamps are from a Mercedes and the redesigned fenders and front end compliment them beautifully. The rear end is also redesigned and the cockpit is highly upgraded. There is a hard tonneau, a functional thru-the-hood fuel filler and the car now wears a Nürbürgring badge on its left fender as (James) Dean's car did.

For more info call Dean Trindle at 800-810-9398 Or Mark Schlachter at 513-861-9112. Also look for a full article about the car in the current 911 & Porsche World, a U.K. publication.



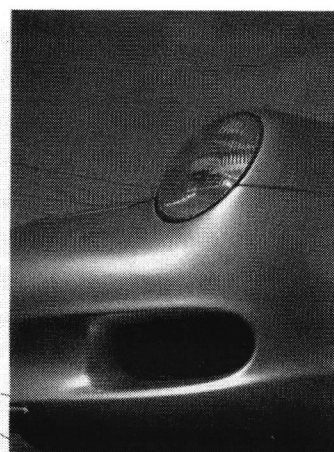
"Days gone by mark days to come"



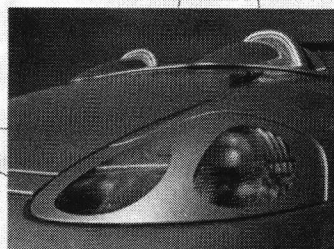
- ♦ Metal fenders with Hella headlamps
- ♦ Re-designed front & rear bumper covers
- ♦ Skid plate
- ♦ Custom decklid (no 3rd brake light cut-out)
- ♦ Functional fuel filler
- ♦ Complete bolt-on kit
- ♦ No modifications Required
- ♦ Also Fits 996



Dean (Trindle) felt the Boxter needed more attitude.



Forward to the Past...



Designed and built by Mark Schlachter
Metalkraft Coachwerkes
3421 Montgomery Road
Cincinnati, Ohio USA 45207
513-861-9112
www.deansdream.net

Photography and Design Brian D. Schreiber
© Dean's Dream LTD. 2005

The Ugly

The rumors surrounding Dean's death, and the car in particular, have grown into some of this country's biggest urban legends. These fish stories get bigger and bigger each time they are told, and it if they weren't so funny it would get quite annoying. This is definitely the ugly part of the equation. There are websites dedicated to chatting about James Dean, and the stories that go back and forth are a scream. Like me, most of these participants were not even born when Dean died, so the mis-information highway is wide-open with clear sailing for miles. What is intriguing about this phenomenon is that James Dean is as big a celebrity today as he was 47 years, 3 races and 3 movies ago.

The following excerpts are from postings in James Dean websites. **ATTENTION: I AM NOT MAKING THIS STUFF UP!** Enjoy.

"Apparently the car was at a garage after the accident and someone broke off a chunk of it. The person had it all these years and turned it into the museum. Tests were run on the piece to prove that it was part of the car." *Deaner1

"Friends told James Dean that the car was trouble when they saw it - 'The Little Bastard,' the silver Porsche 550 carried the iconic screen rebel to his grave on September 30, 1955. George Barris bought the wreck for \$2,500. When the wreck arrived at Barris' garage, the Porsche slipped and fell on one of the mechanics unloading it, breaking both of the mechanic's legs. While Barris had bad feelings about the car when he first saw it, his suspicions were confirmed during a race at the Pomona Fair Grounds on October 24, 1956. Two physicians, Troy McHenry and William Eschrid, were both racing cars that had parts from the "Little Bastard." McHenry died when his car went out of control and hit a tree. Eschrid's car flipped over. He survived despite serious injuries, and later said that the car suddenly locked up on him.. The car's malevolent influence continued after the race: one kid trying to steal the Porsche's steering wheel slipped and gashed his arm. Barris sold two of the car's tires to a young man and the man almost crashed when the two tires blew out simultaneously. Barris then loaned the wrecked car to the California Highway Patrol for a touring automobile safety display. Within days, the garage housing the Spyder burnt to the ground. With the exception of the "Little Bastard," every vehicle parked inside the garage was destroyed. While on exhibit in Sacramento, it fell from its display and broke a teenager's hip. George Barkuis, who was hauling the Spyder on a flatbed truck, was killed instantly when the Porsche fell on him. In 1960 the Porsche was loaned out for a safety exhibit in Miami, Florida. When the exhibit was over, the wreckage, en route to Los Angeles, mysteriously vanished. To this day, the "Little Bastard's" whereabouts are unknown."

RACER-X

"In my opinion, these stories all with the same ending mean something more than just accidents. Whether or not this means Dean is trying to tell us something, we

don't know. Maybe it disturbs Jimmy every time part of his car is touched or bothered, and he is trying to let us know. But this is not the only reason why Dean's Spyder is still a mystery. Stolen from the scene of that fatal accident was the shell of James Dean's car. It's never been recovered." JDCHCK

"Jimmy died in a car accident on a highway in Cholame, California. He was going straight down the road, and there was a ford coming up the road. Jimmy was pretty far away from the ford but he could see it. Turnupseed, the driver of the ford, went to turn but did not have his turn signal on. Jimmy, going at a fast speed already, realized that he would not be able to stop in time, so he thought to speed up and try to beat the car. As you know, this did not work. The ford rammed right into Jimmy's side of the car. Jimmy did not make it but Rolf did. Rolf was thrown from the car and got scratched up a lot on the pavement of the road, but he lived. As you can imagine, Jimmy was hurt very badly. The paramedics took Jimmy to the hospital where he died." JDFANI

"Some of the parts from his Porsche Spyder were still useable. They were taken from the Spyder to be put into other cars. In the cars where the Spyder parts were placed, a mystery occured." SPYDER550

"There was an ad I seen a few years ago that the owner of James deans Trans (set up as a display) wanted to sell it Asking price \$75,000. I also own a Spyder Replica if anyone has any questions they want answered contact me at S50SPYER@AOL.COM." Mark from fla

Turnupseed's car was stored right next to JD's 550 in a Cholame garage after the accident but where is it now? Probably scrapped, but you never know? Dean's motor is still in existence (son of the Doctor who bought it supposedly still has it but is not very open about it?), as is the transaxle which recently appeared on Ebay for sale. Other parts were sold off of the car and used on other Spyderys in the 50's. REBEL

"I don't know why Jimmy traded his sweet 356 in for that Karman Ghia looking rig anyway! He could have just upgraded his Speedies engine with the Spyderys'. I don't know which car handles better since I've never been behind the wheel of a 550 or a 356, so let's leave the subject" Deanager

"James Dean is the greatest person that ever lived. He made the 3 best movies in the world for that time. He was a true rebel. Now what the hell happened to his car?" JamesDean55309

"About the Mechanic Rolf Wuetherich: He used to work at Mercedes. He was a bit crazy. Supposedly he never really recovered from the crash. I know so because I have a friend who's dad was his colleague at Mercedes." Arjan

"His last words were...well there are two versions: "He's gotta see us, he's gotta stop." OR something like "Do you think he see's us?-Rolf..." No, he doesn't."-James Dean Well, I am a 16 year old chick that has fallen in love with his fast spyder (plannin' on buying one in the future), and of course the wonderful and only, JIMMY DEAN!! someone respond, I

like JD conversation." clvslife2001@yahoo.com

"You guys read to many comic books." Stark

"Dean's car still exists, or at least the remains of it still exist. I understand that because it was - and remains - 'stolen property' it cannot surface for a very long time." bobobob5@hotmail.com

"Does anyone know of any 550 spider kit cars available anywhere in the world?" mercjd

"Yes, ask rescuediversf@aol.com---his name is lawrence and he knows everything about spyderys.. chrissy "

"Is there a good drawing of the tracks (brakes) from the accident?" risk

Little Bastard was the best car in the world past, present, and future and I hope someday someone will find the frame of the car. Right now I am trying to get enough money to buy a 550 replica but I really don't now when" spyder porsche-jd

"The first time I saw James Dean my sister was watching East of Eden, that's when I got hooked. Now I can never let go! My goal in my later life is to buy and cruise in my little spyder, people will be turning their heads" Christine

"They only made 70 or 75 originals. Nobody knows where the hell Jimmy's car is. I saw a piece of it in Fairmount and that's it." Rink

"Why does everyone want to know where the cars are...Damn, just let it go...the man died almost 50 years ago." kncd354@aol.com

"Hey, I was just wondering if anyone could send me pictures of Dean's car after the wreck, (it's to bad he died)." Thanks Fastfreak@aol

"Is Donald Turnupseed still alive?" Guido

"The plastic surgeon's son-- Troy Eschrich's son, probably has the engine, steering wheel, and "anything recognizable as a car." He doesn't need the money, but he asks for a lot to let film crews take a look-- it's apparently in his garage. This is from the researcher of the old TV show "Reward/Missing" (Early nineties?)" wbeath@yahoo.com

"Hey all , I am a girl that is in love with James Dean.. If anyone that has any pictures of him can ya please send them to me at BabyDean@yahoo. R.I.P. my good man lots of love to a great guy~ p.s. he was far from gay, you must have been gay for ever saying something about him like that you punk. BabyDean@yahoo.com





The Zen of Neato

by Brad Richards

The idea for this piece came easily enough; We just had put two and two together.

You see, we already knew about the amazing talent that is prevalent in our Gruppe. We have some of the country's finest craftsmen when it comes to restoring 356's and we also have the best engine and transmission man on the planet. Most of us, however, are not particularly talented at any of the above, but we still share the same passion for our hobby.

Meet Brad Richards and Gottfried Hogh. Brad, a designer for the Ford Motor Company, has a tremendous eye for style and a flair for not just knowing what looks right, but why it looks right. Gottfried is a very talented photographer and is mildly addicted to these cars, as he currently owns three Porsches. Neither one of these two guys will be opening a 356 restoration business anytime soon, but in the immortal words of Bill Murray referring to the "Gatekeeper" and the "Keymaster" from *GhostBusters*, "Oh, we've got to get these two together."

And so we did, thus beginning a regular piece to be presented in every issue. Four of your Gruppe friends have committed to a long term project involving design studies of various 356 models, most of which will be cars owned by Gruppe members. Brad will be analyzing these 356's and give us some insight about their design elements. Gottfried will do the photo shoots, and

many of these images will be the result of Gottfried leaning over the Targa Bar of Bill Rohrer's 911—at speed. All the shots of the cars in motion are taken in this manner. And me, well, I get to supervise (watch) the shoots—we have two in the can already! Appropriately our first piece will have Brad analyzing his own 1955 Continental Coupe.

The four of us are very excited to be doing this for you and look forward to producing many more.

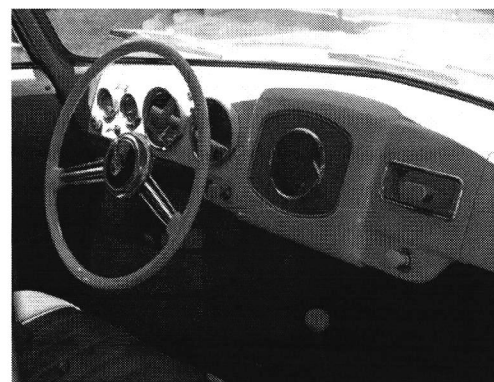
Sebastian

The Zen of Neato #1

Beauty is a very subjective thing. It can be extremely difficult to explain. It's fickle, slippery and mysterious. It's essence elusive. Yet, when you happen upon it you know it. How is beauty captured within the stamped steel box of an automobile? With that question in mind I have been asked by the editor of this publication to aesthetically pick apart our beloved little

cars. We want to point out neat details and features along the way and explaining why they make you feel the way you do when you look at them. Just talking design. Talking design? Who the hell is *this* guy? Well, how about a little background to give you a better feel of where I'm coming from.

I have been totally obsessed with moving objects since day one, according to mom. I sketched cars and trucks on everything. I sold my first sketch to a designer from Ford Motor Company at an outdoor restaurant when I was six years old. He saw a place mat sketch and offered me 1 dollar for it. I took my first ride in a 356 sometime before I was four. It was a C coupe owned by the couple in the apartment next to ours. I remember sitting between my father and Bob, the owner, on trips up to the hardware store. The interior was intimate; It felt safe inside and I loved to watch all the gauges spin. I fol-



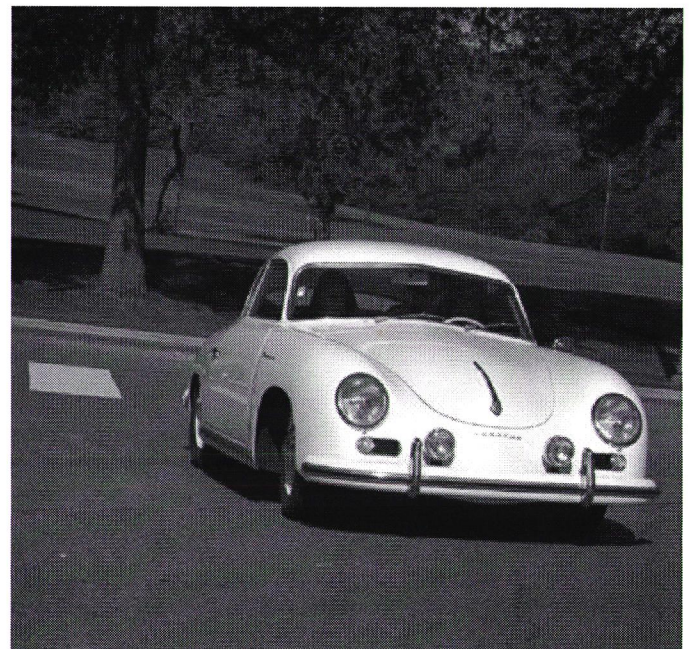
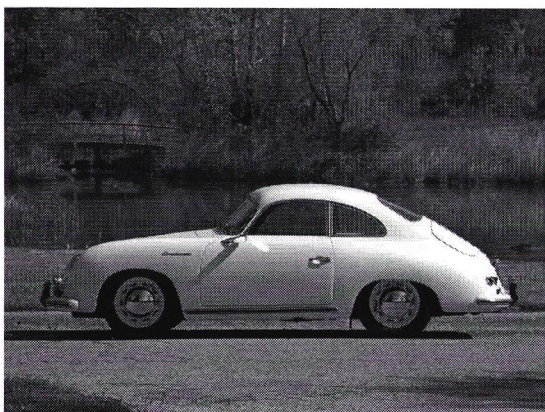


lowed my obsession with cars through grade school, high school and into college. I worked with a number of automotive suppliers and eventually was hired by Ford Corporate Design Staff. The Truck Studio became my second home. Recently I was offered a new position within the Car Studio. I decided to accept the position and have begun work on our next totally redesigned c-class passenger car and its derivatives. I come home with clay on my shoes, I know how to use a spline and can read highlights. I know how to nurture a theme and can get it through feasibility without too much blood on my hands. This is what I do for a living. Therefore I feel confident making this next statement: Creating something beautiful can be a major pain in the ass.

The number of hurdles, traps and dead ends is bewildering. Once you have a theme you don't develop it so much as protect it—it's like a quest. You stand in front of the model with an intimidating look on your face and question anyone who gets near it. You have to be the first one there in the morning and the last to leave. EVERYONE will poke at it, usually through the safety of a multi-tiered department. You have to have some un-

derstanding of everyone's job in the company, because eventually they will end up in front of your car. They will ask you to change it for reasons that have nothing to do with aesthetics. Some will bite. When they bite, you bite back - twice.

Cost drives everything so understanding what things cost is very important. Want a new door? O.K. That will be 60 million if you can design it so we don't have to



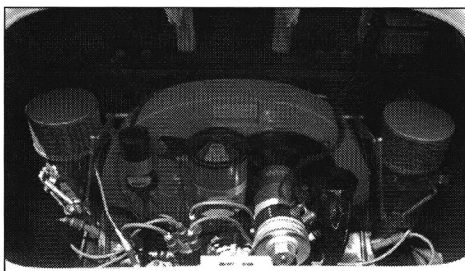
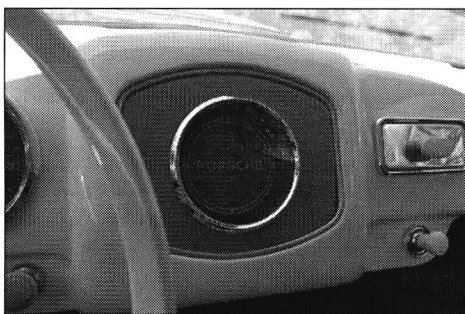
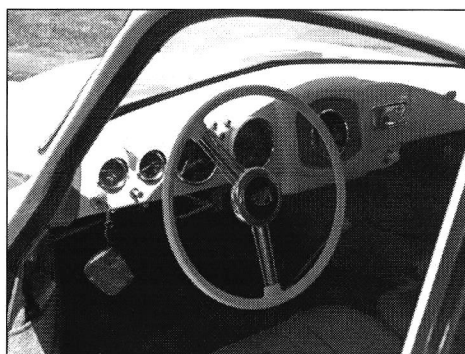
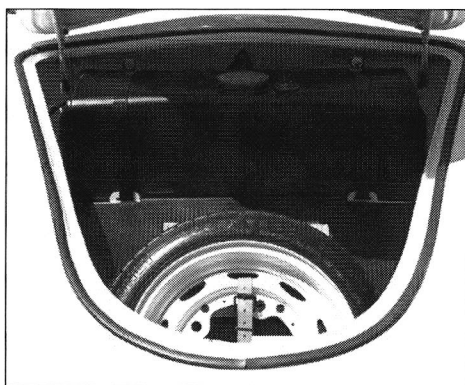
change the racks the doors are painted on in the factory. Have to change the racks? Better talk to the union first. Union? That's right, the Union will be represented and will critique the model in your design review. The Union guy will even tell you the fender looks funny. It's your job to remind him that he may not know what he is talking about.

It can get ugly in a design studio. The point I'm trying to make is that this stuff is not as easy as it might look from the outside. Making something beautiful is hard work. This is why the 356 amazes me so much. Given the lack of resources they had in post war Germany, not to mention the absence of computer aided technical know how, it baffles the mind that a car as beautiful as the 356 was even created. Let's take a look at what makes a 356 so cool. I hope you will enjoy looking them over in the upcoming months as much as I will. Welcome to the Zen of Neato. Let's take the cover off our first subject, the 356, or as it is now known, the "Pre-A".

1955 Continental Coupe

The 1955 356 was a "Giant step from the beetle" according to Dirk Michael Conradt in his book *Driving in it's Purist Form*.

First the dry technical stuff: For '55 there were some enhancements to the suspension and more attention was paid to the handling of the car. A stabilizer bar was added to the front axle and the 5-leaf torsion bar was replaced with a 6-leaf bar. Other small changes included improvement of the heating system, a nylon bag that replaced the glass bottle on the windshield washer system, the crested hood handle that had appeared on the new Speedster model, and a bungee cord to hold the rear seat-backs in place. The biggest changes though, were in the engine. There were four variations offered: 1300 Normal, 1300 Super, 1500 Normal, 1500 Super.



The engine cases were 3-piece affairs now that the oil filler/generator stands were removable (the two piece case remained on the 36hp VW engine until 1959/60). Improvements were made in nearly all aspects of the engine. Internal parts were redesigned to prevent excess wear; the rocker arm setup was made simpler and easier to service by reducing the number of pieces in the assembly, the sump plate

was now rectangular with a bigger oil strainer, the oil pump was enlarged to ensure better oil pressure even at low Rpm's and the oil temperature sender was threaded into the case versus its previous connection to the dipstick.

Things were definitely improving, but it was still a year away from the advent of the 356 "A", Porsche's breakout model that allowed them to finally lay to rest any ideas that this car was simply a VW "special." The '55 still rode on 16 x 3½" wheels directed by a VW steering box. This combination required above average ability to drive the car at high speeds. For it's day the performance was admirable considering the displacement, and the build quality was world class. There were still many nods to the past, however, with the "bent" windshield, the rolled rocker panels and the dashboard design that, while today is considered a work of art, was a bit dated for what was supposed to be a "modern" car.

Design Summary:

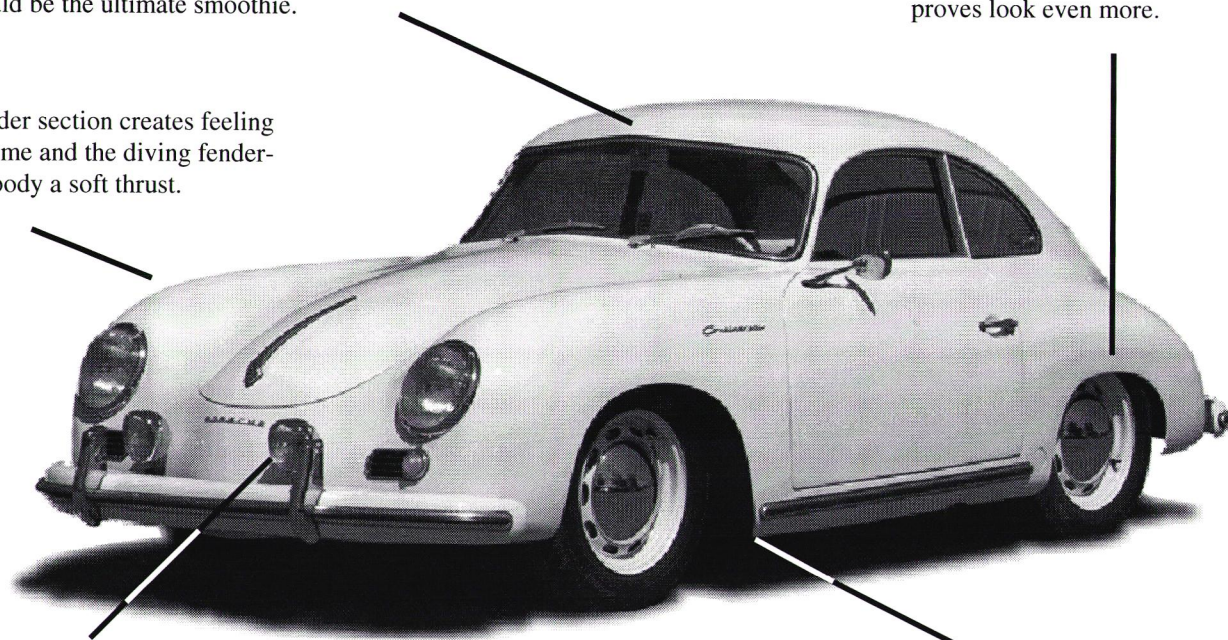
The Pre-A is my favorite Porsche. It's refined surfaces created the definitive Porsche silhouette. The lower rear wheel opening, rolled rocker, small backlight and that bent windscreen epitomize the sneaky look. The proportion of side glass to body side is just right. Its a little pillbox on wheels; very cool indeed. If you sneak the ride height down a little (like on our feature car) it starts to look like a highly stylized studio sketch from the early fifties. Oh, and those bee-hive tail lights! Of the early Porsches the A coupe is a better car, I know, but the Pre-A has the killer looks and as we all know when discussing cars, looks are what make the pedestrians sigh.

Brad Richards

V'd roof panel is a left over from earlier 356's and bent windscreen follows same contours as "split window" cars. V'd screen and roof give the greenhouse an aircraft feel. A "Pre-A" car with an "A" roof and windscreen would be the ultimate smoothie.

Lowest wheel openings of all 356 series cars makes stance appear very low. The stance on the featured car has been slightly lowered by use of 15" wheels which improves look even more.

Robust fender section creates feeling of full volume and the diving fender-line gives body a soft thrust.



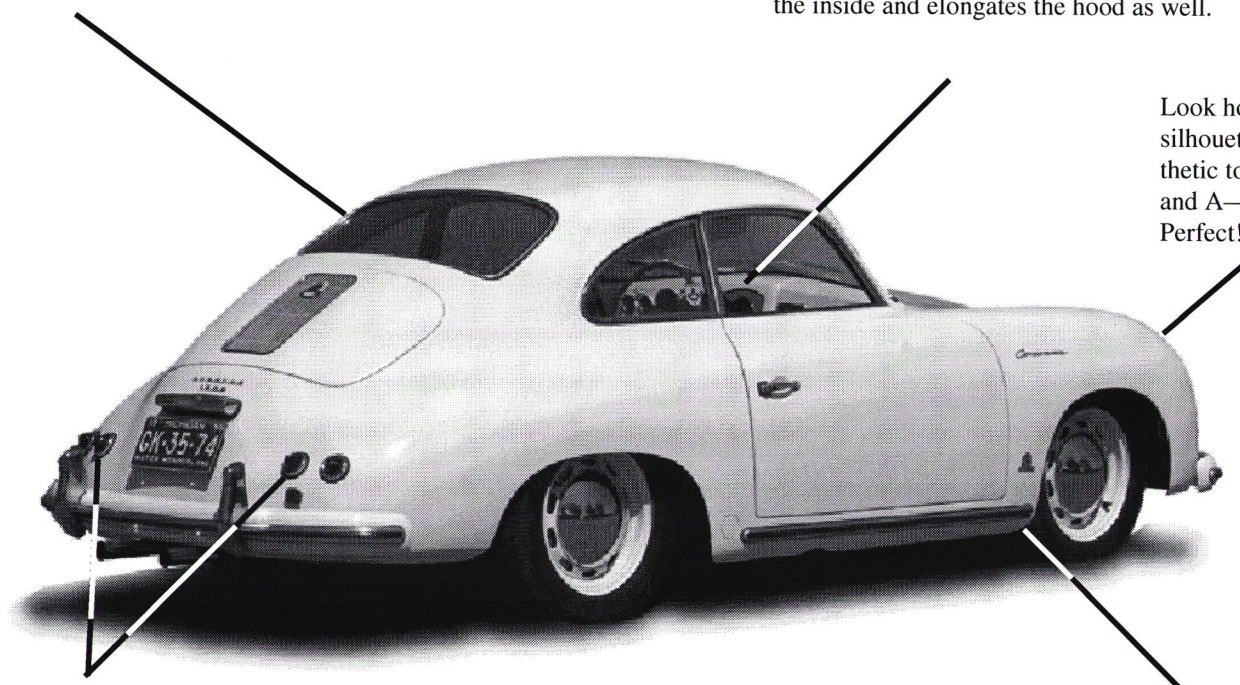
Marchal driving lights are a period accessory but were not offered by the factory

Rolled under rocker panels creates a continual visual link between front and rear valences.

Small backlight along with low windscreen header gives the car a very sneaky appearance.

Metal dash panel is very "deco" and the gauge hoods are killer AND functional. The metal dash also brings the outside of the car right into the inside and elongates the hood as well.

Look how the fender silhouette is sympathetic to the roofline and A—C pillars. Perfect!



Bee-hive taillamps look the best but work the worst!

Rolled rocker panel is my favorite part of the "Pre-A" as it brings continuity to the entire lower part of the body. Unfortunately this is not as successful on later cars.

The possibilities were endless, as was the danger of getting it wrong. But lo and behold, the result was to everyone's liking. At the beginning of the 1950s, Professor Ferdinand Porsche, his son Ferry, and their team set out to develop a company symbol that would both pay tribute to Porsche's home in Stuttgart and represent the company's philosophy. Various drafts, including some from the drawing board of Porsche engineer Franz Xaver Reimspiess, were considered before a coat of arms was created that has long since become the company's trademark throughout the world.

The crest was composed based on elements from the history of Württemberg-Baden, as the region was then officially called: stylized antlers and the state colors of red and black. This reflected the clear commitment of the Porsche family to its second home in Swabia.

The middle of the crest features a black horse, which is both the symbol of a powerful driving force and a derivative of the town seal: Stuttgart, founded in 950 as the horse-breeding farm "Stuotgarten," has had horses in varying guises on its coat of arms since the fourteenth century. The steed and the word "Stuttgart" express unambiguously Porsche's allegiance to its roots in the city.

The insignia has the contours of a shield, which is appropriate given the origin of the term "coat of arms" in the concept of fortification. The name Porsche, which spans the top of the entire composition like a roof, provides the finishing touch to a successful design. There were some initial difficulties, above all the tough negotiations with government agencies whose approval had to be obtained. But in the end, city officials withdrew their objections in view of Porsche's strong bonds to the city.

And thus the first Porsche 356 proudly sported the distinctive crest on the horn button of its steering wheel in 1952, too late for Professor Porsche, who died on Janu-

ary 30, 1951, to see it. The end of the year 1955 saw the crest's first appearance on the hood of a 356, integrated into the handle. The handle isn't around anymore, but the coat of arms on the hood has remained. Starting in 1959, the hubcaps also displayed the horse, the antlers and the inscription—perhaps so that passersby could identify the sportscar from the side as well.

This sparse but well-placed distribution has not changed over the years. There is simply no reason to consider altering the Porsche crest and allowing a more modern design to spoil its graphic and expressive composition. Some versions used in printed material, in brochures and correspondence, have seen a slight trimming of the letters and a smoothing of the horse's contours. But for Porsche fans at home and abroad, for whom the crest has the status of an icon inseparable from the car itself, nothing at all has changed during the past fifty years.

At the same time, the motifs borrowed from the region and the city have done much over the course of the carmaker's successful history to enhance the image of Stuttgart, even if some people are also familiar with the name of the suburb of Zuffenhausen. Dr. Joachim Pfeiffer, the local official in charge of economic affairs, sees the company as more than just the city's largest taxpayer. "Porsche is also an ambassador and source of good publicity that has done a great deal to promote the name of Stuttgart all across the world."

It could have turned out differently. Like in the case of Don Facundo Bacardi, who founded a rum distillery in Cuba in 1862. Given the illiteracy of most of his compatriots, he tried to find a suitable trademark to improve sales. Since his hacienda was full of bats, the bottles have featured this logo ever since. Compared to that, a horse is considerably less flighty.

The Best Horse in Our Stable

A Porsche doesn't really need a license plate; it's seal of quality is displayed on the hood. Since 1952, every Porsche has been armed with this crest—another anniversary.

By Thomas Schulz

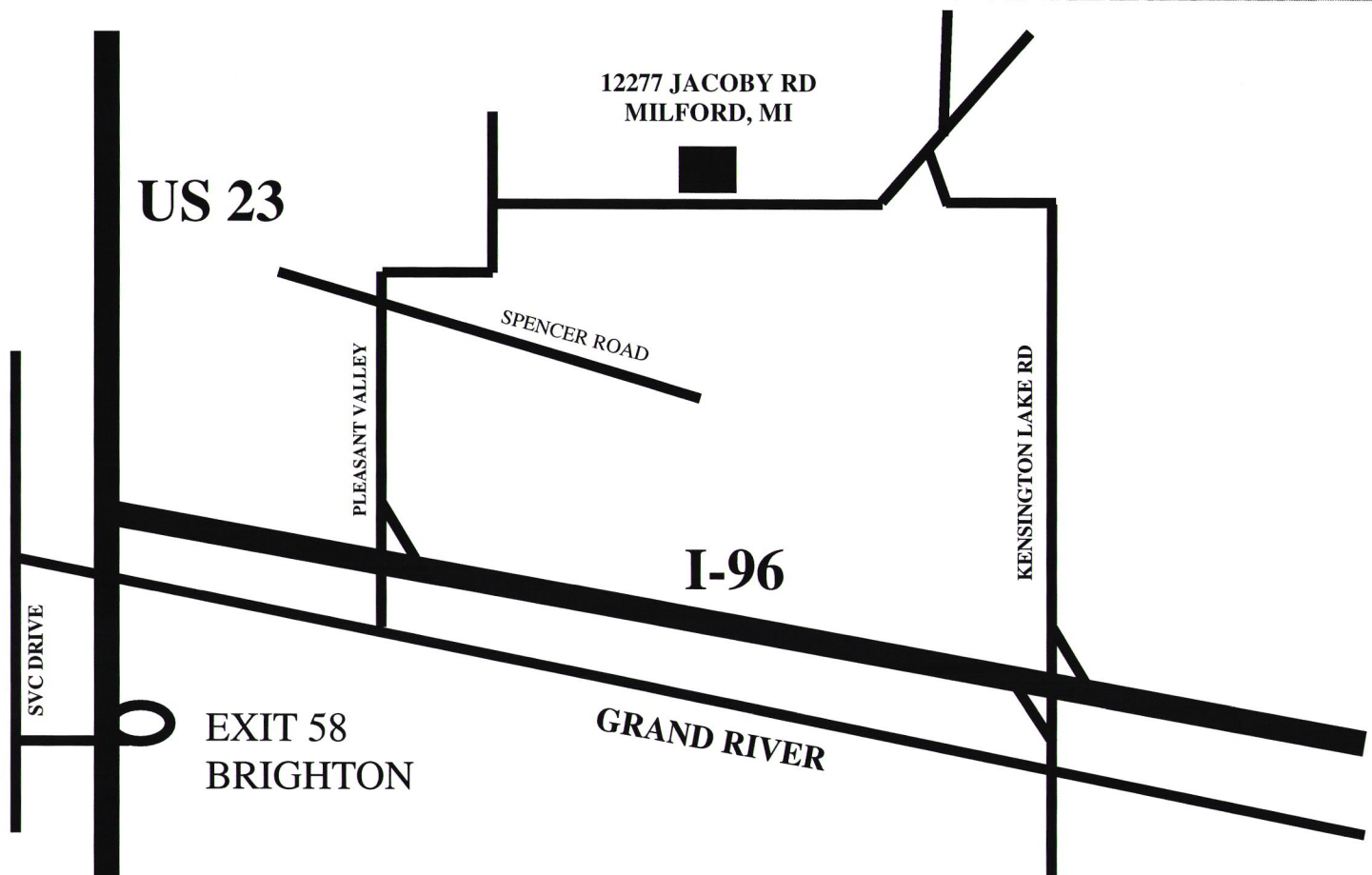
GRUPPE SUMMER PICNIC

SUNDAY, AUGUST 11TH, 1 PM HOSTED BY BRAD AND GABBY RICHARDS
AT THE HOME OF TED & LANITA DUNHAM
12277 JACOBY ROAD, MILFORD
810-225-6126 (Dunham's) or 734-913-4526 (Richards') to RSVP

THE CLUB WILL FURNISH THE MEAT DISH AND TABLE SERVICE.
YOU NEED TO BRING A DISH TO PASS, YOUR BEVERAGE AND LAWN CHAIRS
(if you can fit one in your 356).
(Would you dare drive anything else?)

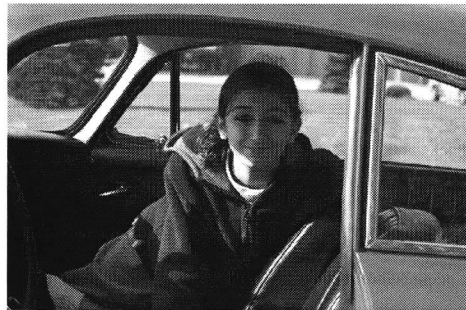
RELAX!!EAT!!TALK OF PORSCHEs!!
RENEW FRIENDSHIPS!!GET ADVICE!!
SEE WHAT OTHERS HAVE DONE!!

Take 96 W to Pleasant Valley (THERE IS NO Eastbound exit), right at ramp end, north, proceed through Stop sign at Spencer Rd., follow curve to right, then left to 1st blacktop to right (Jacoby Rd), proceed up hill to 3rd driveway on left (there will be flags & indications). Park on lawn in sun or shade.



DIARY OF THE 2002 MOTOR CITY

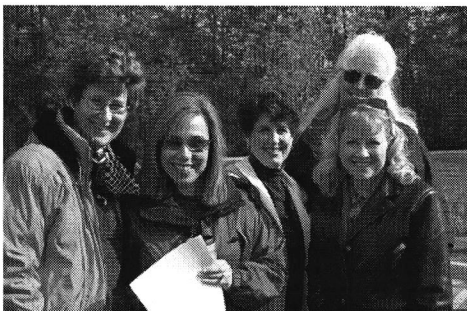
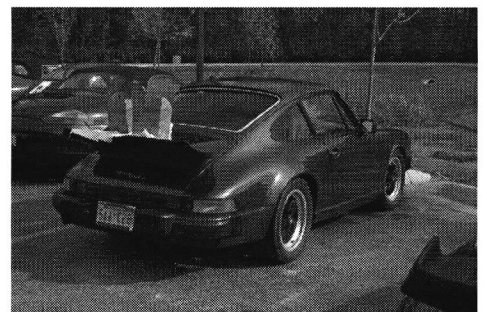
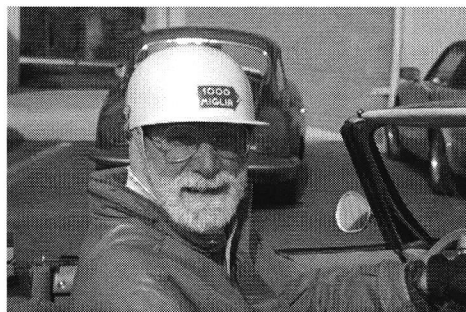
By Emily Rohrer
Photos by Gottfried Ho



Arrive at Sebastian Gaeta's House 8:35

Leave Sebastian's House 9:00

Barb and Vic Skirmants are taking a 911!?! Will wonders never cease?



Arrive at Burger King 9:10

The Hansons were nice enough to serve bagels. Whale tails were definitely the best table available.

Leave Burger King 9:35

GRUPPE SPRING TOUR

THE LEGEND OF DEAD MIKE

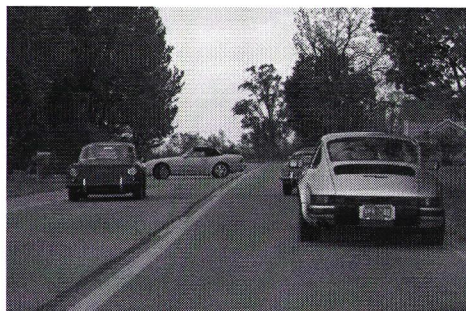
BY EMILY ROHRER
AND ISABELLA GAETA

One day two kids, Jane and Mike, were on the Motor Cities Gruppe Spring Tour and decided to go into a creepy old warehouse next to the antique store the adults were in. The sign on the door read in sloppy red letters "ENTER AT OWN RISK." Taking no heed the children sent the warped door creaking open to reveal a dusty, dark room, empty—save for some moldy planks of wood impaled here and there by some rusty nails. Jane was constantly scribbling in her notebook about what they saw. Mike nervously fingered the heart shaped necklace in his pocket, the iron felt cold against his fingers. It was a gift for Jane, whom he'd liked for a long time.

Everything seemed normal until they climbed the staircase... and disappeared without a trace. It is assumed now that they are dead. Jane's final notebook entry read:

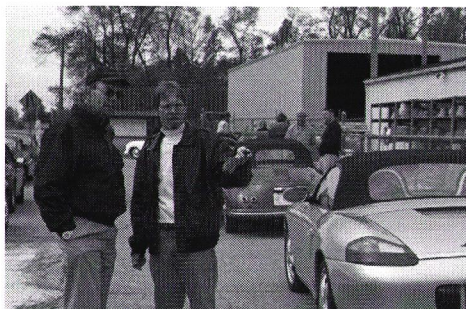
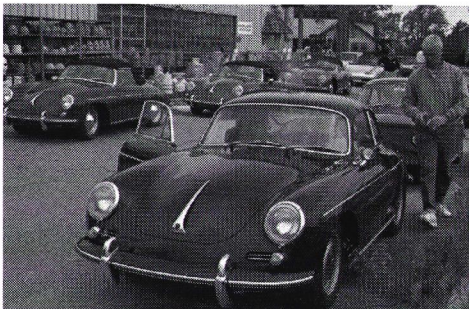
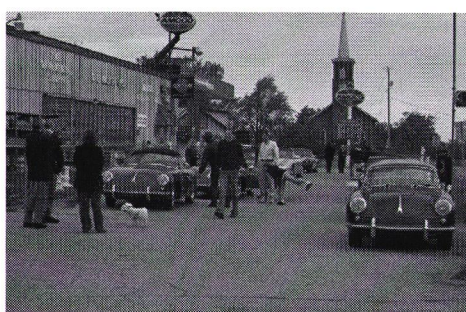
"We're climbing some very rickety stairs now. I can hear a radio getting louder as we climb., but I can't tell where it's coming from."

And that's the last anything was ever heard from them, according to most. Some say, however that Dead Mike, as he is now called, tries to communicate with anyone brave enough to enter that building, by leaving the now very corroded iron necklace, shaped like a heart and depicting two birds, hung for them to find. But we will never know because no one is ever allowed to leave with the necklace. The old storekeeper will take it from you, and look away, saying, "I think this belongs to Mike."



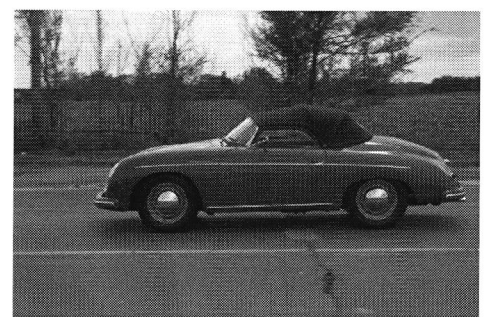
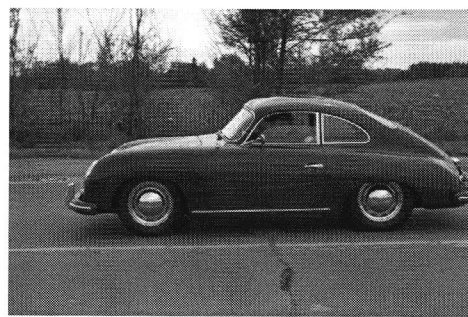
Bizarre U-turn 10:00

We took a U-turn on Hock road for some reason. I'm sure the owners of that lawn weren't too happy with us.



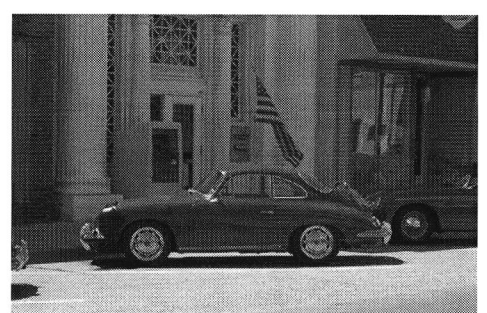
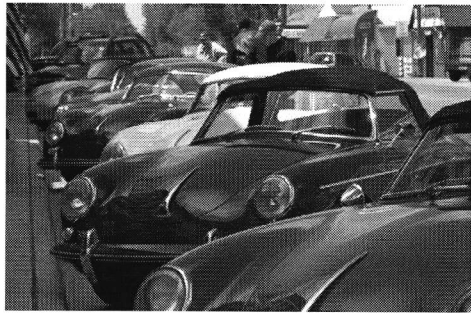
Get to Wacker's General Store 11:00

Wacker's General Store contains every nature of knick-knack, but mostly lawn decorations and craft supplies



Leave Wacker's General Store 11:35

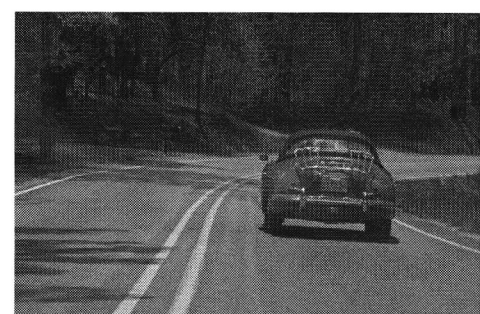
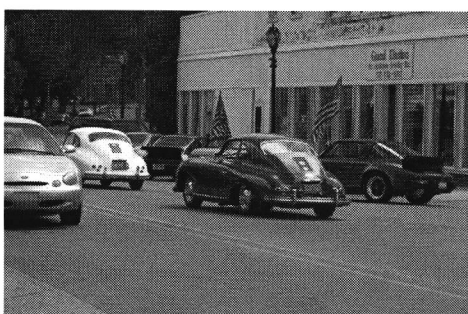
I've noticed a lot of graveyards around here. So much for country livin'.



Get to Salvage Shop 11:25

The Salvage Shop contains everything from bootlaces to birdcages to bathtubs. We had fun going through the old stuff and making up stories about Dead Mike. Who is Dead Mike?

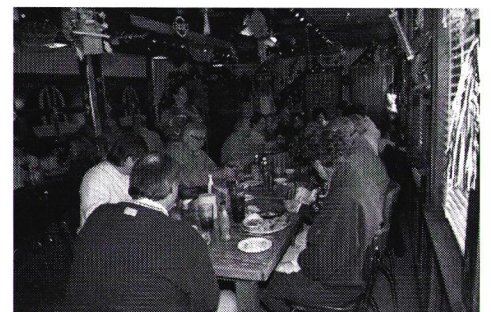
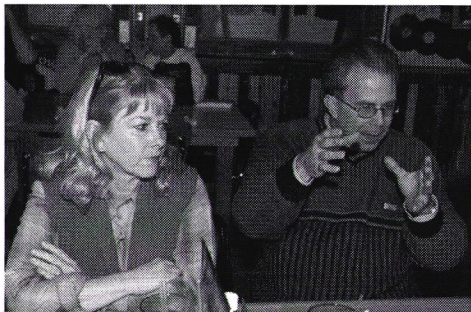
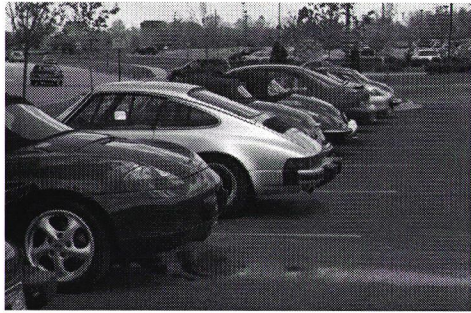
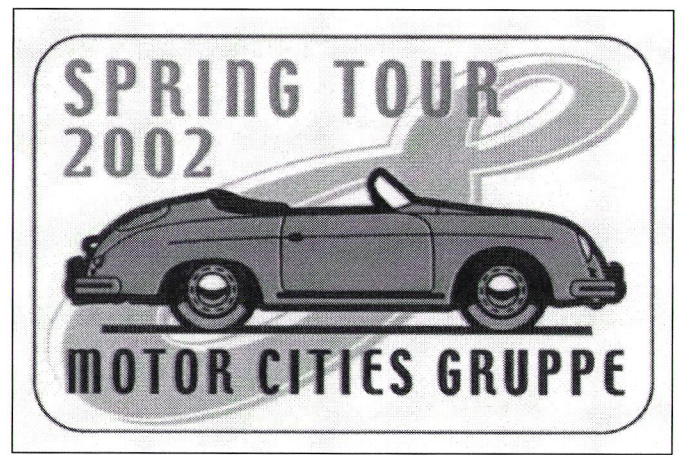
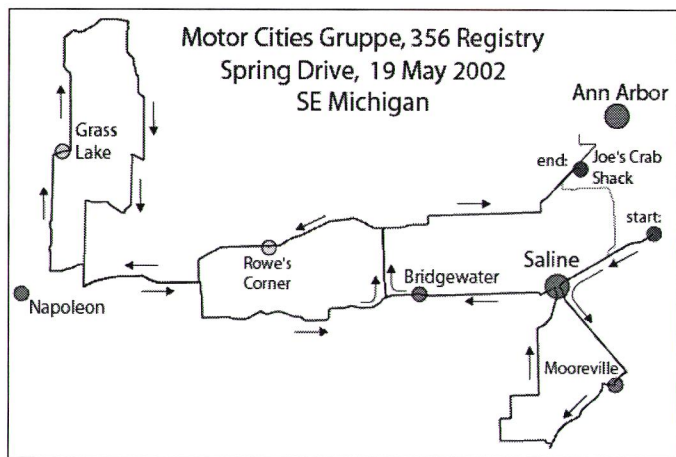
Glad you asked: see inset on page 21 for "The Legend of Dead Mike"



Leave Salvage shop

12:15

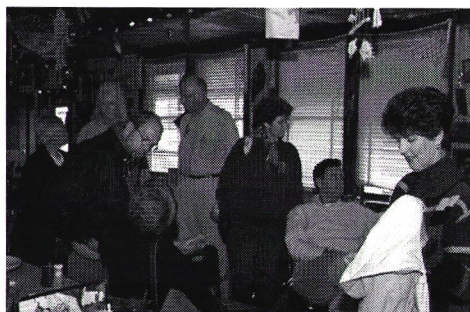
My dad drives like a cat with it's tail on fire. I am especially aware of this on those fast curves, when I'm suddenly on the other side of the car. The roads are excellent after the shop.



Get to Joe's Crab Shack

1:25

Great people, great food, and a great slideshow from Gottfried Hogh.



Leave Joe's Crab Shack

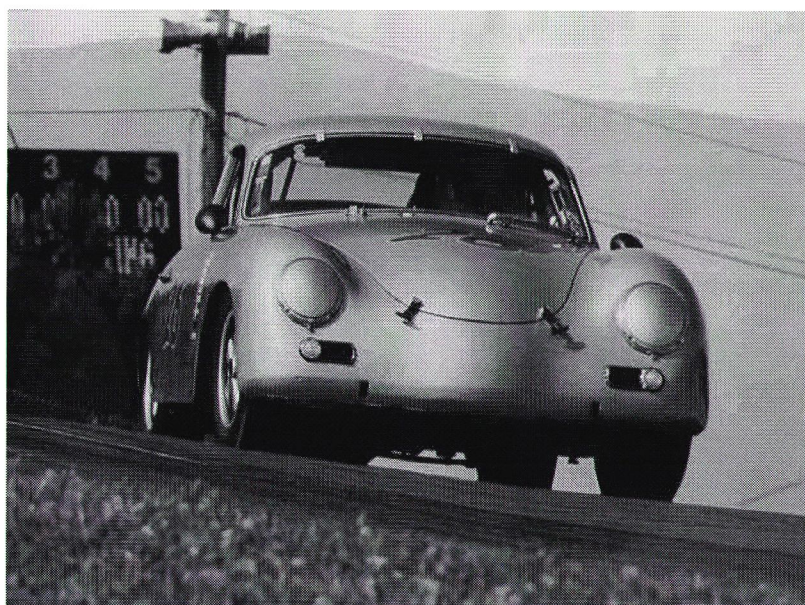
3:30

And so ends another wonderful Spring Tour. This is a lot of fun and good exercise for your car. There were a total of 20 cars this year, 19 assorted Porsches, and one Honda. I would definitely recommend participating in this event next year, whether you did this year or not.

2002 SCHEDULE

SVRA May 16-19 Vintage GT/Road America Elkhart Lake, WI
 VSCDA June 14-16 Blackhawk Farms S. Beloit, IL
 SVRA June 13-16 Mid Ohio Lexington, OH
 VARAC June 28-30 Mosport Vintage Races Bowmanville, Ontario
 VSCDA July 5-7 Gingerman Histories South Haven, MI
 VSCDA July 19-21 Brian Redman Internat'l/Rd. Amer. Elkhart Lake, WI
 WHRRI Aug. 2-4 Meadowbrook Histories Waterford, MI
 VSCDA Aug. 16-18 Au Gratten Vintage Gran Prix Gratten, MI
 SVRA Sept. 5-8 Vintage Gran Prix Watkins Glen, NY
 VSCDA Sept. 20-22 Elkhart Lake Vintage Festival Elkhart Lake, WI
 SVRA Oct. 3-6 Blue-Gray Challenge/Summit Pt. Summit Point, WV
 SVRA Oct. 17-20 Virginia Internat'l Raceway Danville, VA

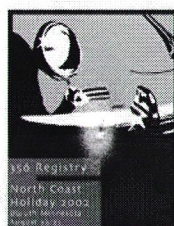
If you would like more info on a particular race, email John Chatley at: racedriver356@hotmail.com
 Please identify yourself when you email.



2002 Nearby Racing Events

We all know that Vic Skirmants is a successful vintage racer, but how many of you also know that the Motor Cities Gruppe is home to a number of other pretty good racers? John Chatley, Dave Burton, John Thomson, Lane Malley, Don Muñoz, Bill Hallandal, and Phil Kubik are all pretty quick behind the wheel. The late Tom Youk got to be quite the hotshoe before his death and Lou Livengood, now residing in Tennessee, can really turn a fast lap. John Chatley was kind enough to send in a vintage race schedule for 2002, and although many of the races have already been held by the time you read this, it will give you a good indication of how popular this kind of racing is. By the way, the photo above is of John himself at Mid Ohio. Please contact him to get more information about the remaining events.

North Coast Holiday August 22-25 Duluth, Minnesota.



SCHEDULE HQ HOTEL REGISTRATION

This North Coast Holiday event is organized by the Fahr North group, representing the Upper Midwest.

Fahr North offers activities, information and fellowship for area aficionados of the 356 Porsche automobile.

Groups activities such as the North Coast Holiday are open to all 356 Registry members.

If you would like to become a member of the 356 Registry, click here to download an application form. JOIN 356 REGISTRY

If you would like more information about the 356 Registry, please visit our website at 356Registry.org.

*If you are already a 356 Registry member, you are eligible to complete the REGISTRATION FORM for the North Coast Holiday which you can download and mail with check payment.

QUESTIONS?

Contact:

Gordon Maltby
 GordonMaltby@356Registry.org
 ph. 651-439-0204

or

Phil Saari
 ps356er@aol.com

SCHEDULE HQ HOTEL REGISTRATION

NORTH COAST HOLIDAY SCHEDULE

THURSDAY, AUGUST 22

12 NOON Registration Opens
 Explore Duluth/Superior area
 Cocktail welcoming party
 Hospitality Room open
 Vendor Room open

FRIDAY, AUGUST 23

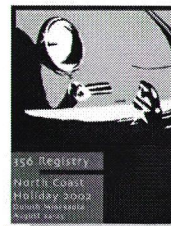
7 AM Hospitality Room open
 Vendor room(s) open
 Registration Opens
 Tour to the North Shore & Split Rock Lighthouse
 4 PM Tech Session
 6 PM Dinner cruise on Lake Superior

SATURDAY, AUGUST 24

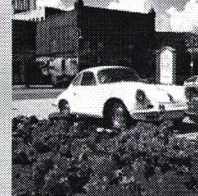
7-9 AM Hospitality Room open
 Registration open until 12 NOON
 Concourse Prep (wash area) open
 Concourse with lunch onsite
 8-2 PM Vendor Room open
 2 PM Tech Sessions
 4 PM Literature meet
 6 PM Cocktail Hour
 7 PM Banquet

SUNDAY, AUGUST 25

Continental Breakfast
 Hospitality Room open
 Swap meet



SCHEDULE HQ HOTEL REGISTRATION



HQ HOTEL:

THE INN ON LAKE SUPERIOR

1-888-ON-THE-LAKE
 (800-668-4352)

350 Canal Park Dr.
 Duluth, MN 55802

When registering, mention you are with the 356 Registry.

\$145/night Standard
 \$185/night Lake view

The headquarters hotel, The Inn On Lake Superior, is located at the edge of beautiful Lake Superior in Canal Park, Duluth, Minnesota.

When registering, mention you are with the 356 Registry. A Standard room is \$145/night plus tax and a Lake View room with balcony is \$185/night plus tax. Rooms include microwaves, refrigerators, coffee makers, irons and hairdryers. The hotel has a pool, whirlpool, sauna and gameroom. A Complimentary Breakfast Bar is also included daily.

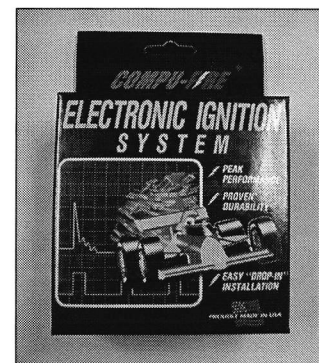
For more info, visit the hotel on the web at www.duluth.com/Lodging/

For other lodging options, please call the Duluth Visitors Bureau at 1-800-892-4997 or visit www.visitduluth.com.

TECHNISCHE

BY VIC SKIRMANTS

SPECIAL GUEST COLUMNIST:
THE UNKNOWN MECHANIC



After giving up on my freshly rebuilt cast iron distributor that did not cure my idling problem, I switched to the Bosch 050 replacement unit. It popped right in, the car fired right up and the idle improved enough that I decided to stick with it. That was the end of last summer and I ran it that way for a few months with no problems whatsoever.

Fast forward to early April 2002. As I went to the garage to start the coupe for the first time, the engine turned over easily but it would not fire. A friend of mine suggested pouring a little gas into the carbs to get things going, but in the 10 years I've owned the car I've never had to do this. Instead we checked for

spark—none! Well, the coil was fairly new and the distributor even newer, not to mention that I could see the points, which seemed clean and smooth, open and close as I rotated the distributor by hand. Not being super competent in the mechanical aspect of our hobby, I decided to reinstall my cast iron distributor. *Voila!*, it fired right up. Hmm, must be the 050's condenser.

The 050 went back in with a new condenser and the moment of truth arrived: nothing. Just a turning engine wearing down my optima.

The next day was Saturday which meant that I could go to Neil's and probably start a 30 minute debate that would begin with my distributor woes and end with "who has the real shade of ruby red on their car." Surely enough, suggestions flew at me so fast that I was even more confused than when I arrived (by the way, it was decided that John Denyer has the real shade of Ruby Red on his SC). Just as I was about to give up hope, Phil Kubik gave me one of those "Psst, hey buddy, over here" looks. Phil suggested I call Vic Skirmants and install the Compufire Electronic Ignition system into the 050. He said all of the racers use them and there is no guess work, just install it and fire it up.

I made a beeline to Vic's, gladly handed over the \$70 and sped home.

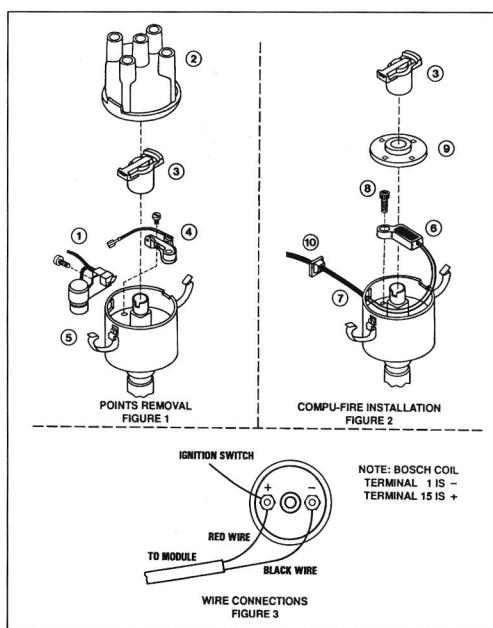
Within fifteen minutes I was driving the coupe.

One note of caution: this system will only work on the Bosch aftermarket 050 or 009 distributor, so the concours people will have to make do with the Don Marks mega bucks, mega weeks rebuild of their cast iron models.

Installation of the Compufire is easy. Remove the old points and condenser and place the Compufire module where the points used to be. Rout the wires around the cam, through the notch on the distributor body and then through the plastic sleeve that will then slide into the notch. Split the wires apart from each other and crimp on the connectors. Carefully slide the black disc onto the cam and gently but firmly push into place using the rotor. Install the distributor into the car, attach the red wire to the positive side of the coil and the black wire to the negative side. Replace the cap, set the timing and start it up.

Could my problem have been the points? Probably so. But remember, points are never any better than the last time they opened and closed; simply put, they wear out. The Compufire never will because there are no contact areas to wear. If you really drive your 356 and have a Bosch 050 or 009, this is a great way to make your car even more reliable and easier to maintain.

T. U. M.



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2002



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930.103.969.03.set—Piston & Cylinders

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Very favorably priced at **\$1999.00**.

T55.310.001 (P226) Syncro engagement kit

These are the first and second gears for a 911, (72-86). Priced at
\$98.00 per set.

SIC.341.165.00 Protection plate seal, Front suspension.

This is the seal for a 911/912 (65-73) and a 914 (70-76).
A really good **\$19.50** investment.

616.103.904.06.set—Mahle Piston & Cylinder Set.

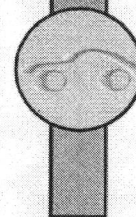
This is the complete set for 356 SC/912.
\$2230.00

T36.180.700—Valve Spring Compressor

For a 911 (65-89). Priced at **\$60.00**



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AUSPUFF ROAR

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