

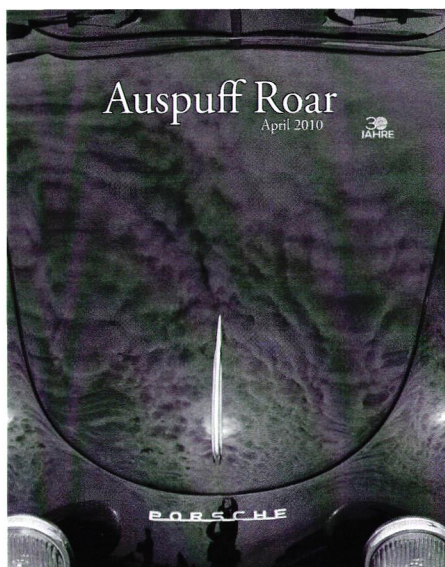
Auspuff Roar

June 2010

30
JAHRE

PORSCHE

On The Cover



Gruppe member Nick Moskatow photographs a '52 coupe at this year's Hershey event. That's Nick in the lower portion of the image behind the "Porsche" logo.

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 \$20 per year due at the first of each year.

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Please send membership dues to:

Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461

Please send materials to be published or advertising copy to:

Sebastian Gaeta
spg356@sbcglobal.net
Or mail to:
Sebastian Gaeta
4070 Brookview Ct
Ann Arbor, MI 48108

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President

David Preston
dmpreston2@comcast.net

Vice President

Tom Hudson
hudson@chartermi.net

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Teri Hudson
hudson@chartermi.net

Secretary

Lanita Dunham
lanitajd@aol.com

Membership

Barbara Skirmants
skirmants@hughes.net

Board Of Directors

Lanita Dunham
Sebastian Gaeta
Tom Hudson
David Preston
Barbara Skirmants

Auspuff Editor
Sebastian Gaeta
spg356@sbcglobal.net

Website
Tom Hudson

Technical Editor
Peter Stuyck
pstuyck@comcast.net

Contributing Editors
Phil Planck
planckpw@chartermi.net
Perpetual Home-Brewed
Restoration

Tom Tate
Thomas.Tate@opco.com
Four Speeds and Drum Brakes
Roy Lock
rplock53@yahoo.com
California Connection

Legal Counsel
Christopher J. Preston

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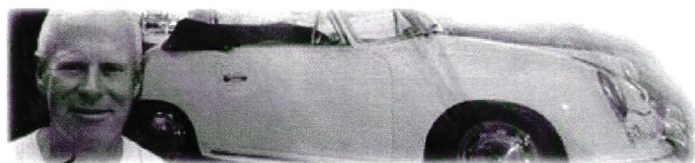
Winter Storage available for your 356

35 year Registry member

Part Time 356 Work

Bill Demeter
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President's Letter

may me feel proud of course, but it also was a surprise to me. I met some famous people there (at least famous to me) that I only knew of by reading their comments on 356 Talk Forum or had heard of – like Dennis Frick, Bruce Baker, Tom Tate, (who is a great writer), Adam Wright and our own Sebastian – of course I knew him, but he is still famous isn't he?

As I said, our job was to man the booth while Vic was out buying parts. Dick and I were busy selling Vic's valve cover gaskets, giving away old issues of the Auspuff Roar and trying to sell leftover 2007 ECH merchandise. We were successful at all of this, except we could not sell my Bursch exhaust system which I had brought along to try to sell. E-Bay took care of that a few days later.

But the most fun I had was trying to answer questions from guys who thought that I was Vic – they had never met Vic. I nodded a lot, showed concern and hoped that they wouldn't ask me anything too technical. My standard advice that I gave out was: "when in doubt, bore it out". Just kidding Vic – I didn't really tell anyone that. What was impressive was that the line of people to talk to Vic got longer as the day went on. They would just keep coming back hoping that Vic had returned. As Sebastian suggested, we really should have taken numbers. It was a lot of fun. I learned a lot from Vic about racing, and 356 histories. Who better to learn from? And it was a great chance to spend time with two really great guys – Vic and Dick. For me, that experience was, as they say, priceless.

See you all at the Summer 30 Year MCG Celebration! This is going to be a very special day for the Club, so please come out and see your friends and have a great afternoon.

Dave

DRIVE YOUR 356 CONTEST - 2010

Driver / Entrant	356 Vehicle	Vin	Driven
Doc & Freda Block	65 C Cab	161564	1141 km
Doc & Freda Block	59/58 356A-T2 Reutter Sun Roof Coupe	106072	TBD
Total:			
Bill & Shirley Hallandal	61 Roadster	89428	179
Bill & Shirley Hallandal	61 Coupe	116432	1,020
Total:			1,199
Heath & Kathy Hurlbert	57 Speedster	83609	54
Heath & Kathy Hurlbert	57 A Sunroof Outlaw	101239	472
Heath & Kathy Hurlbert	64 SC Sun Roof Coupe	218088	0
Total:			526
Vic & Barbara Skirmants	65 C Coupe	222184	2,479
John & Carole McConnell	63 B Coupe	213045	152
Sebastian & Narmeen Gaeta	64 Cab	159286	443
Sebastian & Narmeen Gaeta	65 Coupe	222053	210
Total:			653
Harry & Mary Kurrie	64 SC Coupe	215745	286
Dick & Diane Beecher	64 C Coupe	129947	0
Dave & Mary Preston	65 C Cab	161047	372
Dave & Barbara Peterson	59 Cab	151063	225
Charlie & Joyce Brown III	64 C Coupe	218381	174
Dave & Diane Burton	61 Roadster	88969	0
John & Carroll Thomson	61 B Coupe	200605	95
Ted & Lanita Dunham	58 A Coupe	103607	136
Richard King	65 C Cab	161636	TBD

We're able to report our first standings for 2010, and you can see below that some folks have sprinted out to a quick start! Very impressive with the year being so young. I think that the Skirmants are clearly out to best last years winners. Please remember - if you're interested in joining in on the fun, it's not too late – just contact me and we'll get you signed up.

Happy Motoring!

Dave Preston
 dmpreston2@comcast.net
 (248) 656-9671 – phone
 (734) 657-8980 – cell
 (248) 218-5511 – fax



Vintage GRAND PRIX of Mid-Ohio

If you have not already received it, you'll soon see your formal invitation to the Gruppe's 30 Jahre celebration being held on Saturday, July 31st. Barbara provided a return envelope with the invitation so you can fill out the requested info and return it with payment. We felt this would be the most convenient RSVP method for the members and the most efficient way to administrate the guest list as a club. We will be limited to the first 120 people to send in the RSVP, so get yours in soon!

Things are shaping up nicely; we will have 356 only parking, appetizer's and cash bar at the Hudson dealership and a very nice buffet/sit down dinner with cash bar at the Firehouse Museum. This is our chance to celebrate the 30th anniversary of the formation of the oldest local 356 club in the world!



Ypsilanti Firehouse
Museum



Ypsilanti Automotive
Heritage Museum

Mid Ohio this year? You Bet! Perhaps a few who read my last column felt a bit nostalgic too as I received a few notes saying "yeah, let's get a caravan going to Mid-Ohio this year". Please see page 10 for details, but here it is in a nutshell: we will meet in the Toledo area Saturday morning, June 26th and make it to the track around lunchtime. That will give us enough time to watch the day's qualifying races, but also leave us with the energy to hang out and socialize at days end. To me, that was always the best part with people recalling that days adventures while strolling through the open paddock area and seeing what the race car owners were up to in getting their rides ready for the next day.

The Skirmants BBQ is a fond memory, but Barb and Vic say there is quite a nice track party that night, perhaps we can get an "invitation".

Many of you are on the email update list for the caravan, so you are covered. If you would like to be kept abreast of the final schedule, email me at spg356@sbcglobal.net to be included in the dialogue.

This is going to be a big year!

Sebastian

It's our job to make sense of it.

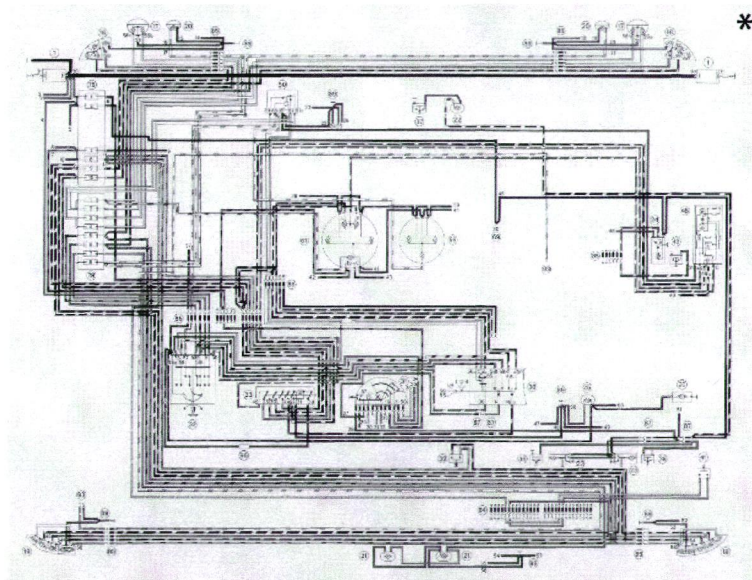
It's also our job to return your Porsche to you in better shape than when you dropped it off.

That means using genuine Porsche parts.

Genuine Porsche parts and accessories are designed to meet your needs with quality and dependability. Porsche OEM accessories deliver the fit, reliability and performance you want, plus they're covered by the manufacturer warranty.

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* Wiring diagram, 1971 Porsche 911

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

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

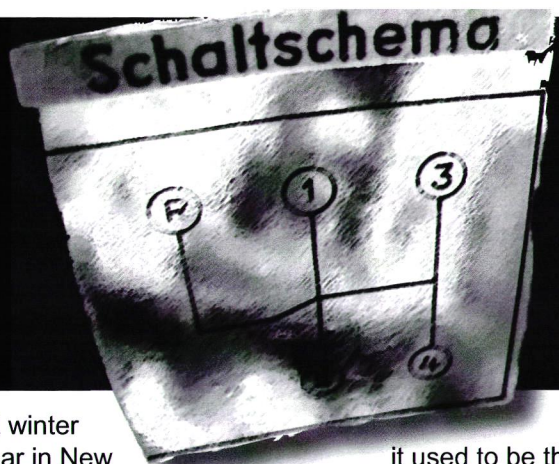
THERE IS MUCH PLANNING INVOLVED SO RSVP'S ARE KINDLY REQUIRED. WE ARE LIMITED TO THE FIRST 1209 PEOPLE THAT RSVP SO PLEASE SEND YOURS IN SOON! THE COST WILL BE \$30 PER PERSON WHICH WILL COVER ALL FOOD AND ADMISSION TO BOTH MUSEUMS. THIRTY YEARS ONLY COMES AROUND ONCE, LET'S MAKE THIS A SPECIAL NIGHT!

YOU WILL RECEIVE A FORMAL INVITATION WITH ALL THE NECESSARY INFORMATION. A RETURN ENVELOPE FOR THE RSVP WILL BE PROVIDED, SO PLEASE FILL IT OUT AND SEND IT BACK TO RESERVE YOUR SPOT!



Four Speeds and Drum Brakes

by Tom Tate



All would agree that winter broke early this year in New England. We were hardly into April, the rains left and the temps were into a stretch of the 80's. Even better, the best days were the weekends. Getting the summer cars out of the barn was a real joy this early in the year.

Blackie, the '58 Speedster, fired up on the first try with just a little gas splashed down the carbs. Some use starting fluid but I was told that old engines don't like fuel that volatile and besides it doesn't smell as good as gas. These old cars have a fuel shut off valve just under the gas tank that is mounted in the front of the car. Over the winter months with the gas off, the fuel in the line going to the back of the car evaporates and it takes a while to get it back to the engine when it's time to hit the road. With the mechanical fuel pump being run by a slowly rotating engine that is trying to start with no gas, it a toss up as to whether the car will start before the six volt battery dies. I have an old baby food jar (remember those?) that I put a little gas in and then just pour a couple of spoonfuls down the throats of the Zenith carbs. Since I use velocity stacks instead of air cleaners it is easy to go through the steps to get the engine to fire. Once it comes off the starter and spins faster because of the gas I poured in, the pump is working much faster and the missing gas shows up in a hurry and all is right with the world. It only took two splashes of fuel to get the engine to fire long enough to jump out of the drivers seat and reach in the engine compartment to operate the throttle by hand.

These old cars are like motorcycles in that the bolts and nuts need to be tightened frequently to keep them on the road. A four cylinder engine, even one that is horizontally opposed like a 356, has a lot of vibration when running and it seems that some things loosen up when it's sitting still. One such important bolt is called a banjo bolt and it holds the gas line tight against the carburetor. These tend to be found loose after a few months of sitting as the fiber washers dry out and

the gas evaporates. Sure enough there were a few drips when I reached in to check them and a ¼ turn with a wrench was all it needed.

Everything else looked to be the way I left it back in November. I drove the car late into the Fall last year because of the sticker. That's right the Mass state inspection sticker that is required on every car in the state, even old cars. There is no emission test for a '58 anything. In fact, there is no emission test for cars built before '96 because they don't have an OBD II plug for testing. I remember that it used to be that cars over 25 years old were excused from getting a probe up their exhaust pipe. I counted the years for the '76 914 when it was old enough to skip the test. What a great day that was. I no longer had to drive to the shop with the fear that I would be going home with a rejection sticker on the windshield. A few years later it was the '85 BMW M6 that was excused. Getting older was beginning to pay off.

“Blackie, the '58 Speedster, fired up on the first try with just a little gas splashed down the carbs.”

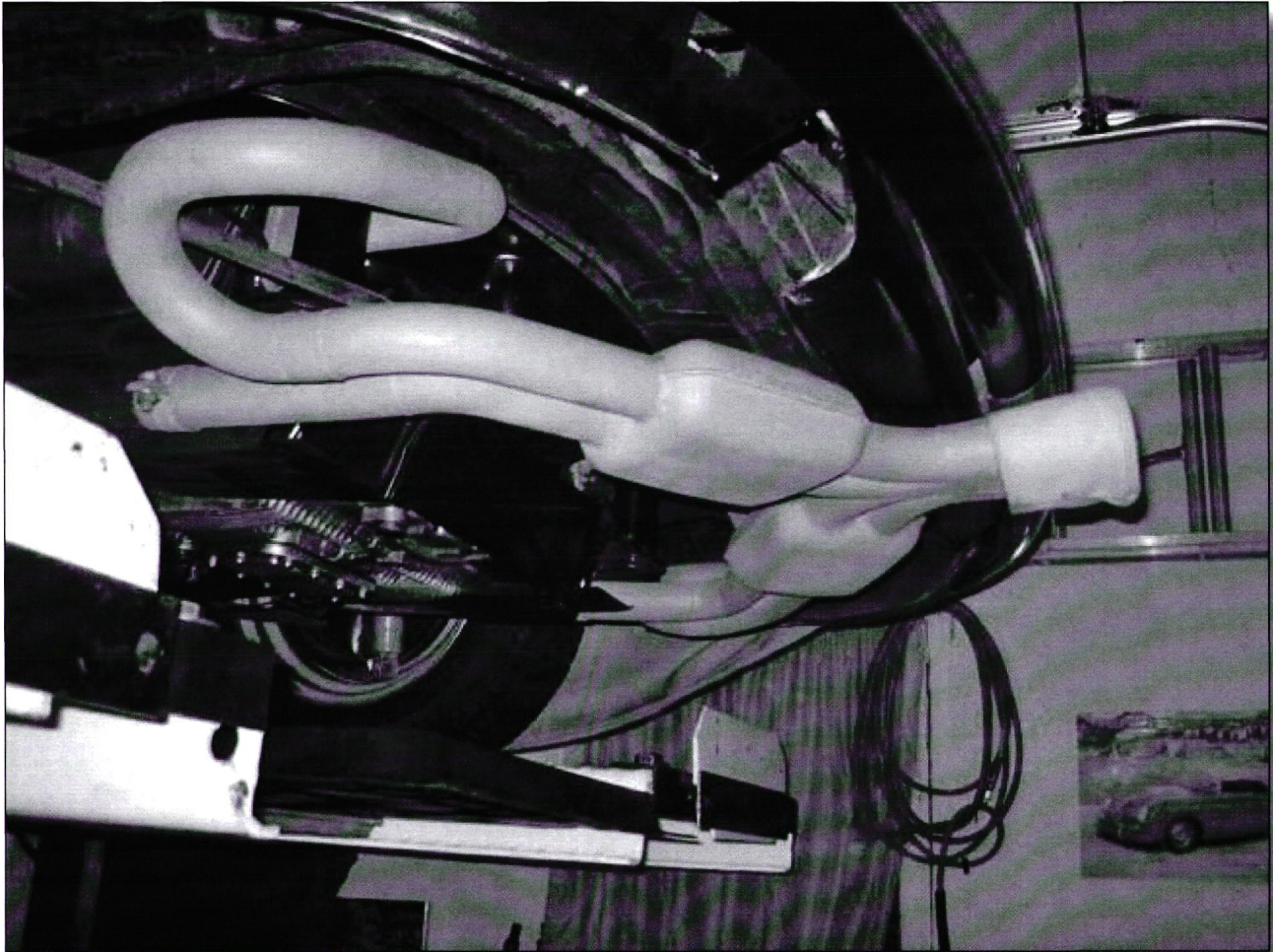
There is a safety check required where the lights and horn are checked, a pretty easy exam for Blackie. They also want to see the wipers work but I tend to only hit that switch when the wiper arms are in the up position and the blades don't contact the glass. I explain that the car isn't driven in the rain and even if it does get caught in a shower I don't use the wipers anyway. It has a 52 year old windshield and I don't want to risk a scratch.

Last year I took off the extractor exhaust system that I had used for a number of years and installed a Sebring exhaust that I scored last spring at the Hershey Swap Meet. I ran the extractor with just a straight pipe on it unless I was on my way to the inspection station. For those trips I put on a short muffler just so I didn't offend the inspector. The Sebring exhaust is really just four straight pipes that bolt straight to the engine and collect

at the rear of the car. Switching it would be a lot of work so I decided to chance it. Besides the guys at the inspection station weren't born when this car was built and I figured that I could convince them that it was correct for the car. It certainly looked correct. They didn't even ask.

November was the latest that I have ever had the Speedster inspected and that was because of my ongoing plan to save money on the inspection costs. Some years ago when the annual fee went to \$29 (why don't they just charge \$30? I leave the \$1 for the inspector anyway, big spender that I am) I was determined to reduce my costs. I figured that each year I could drive to the inspection station the month after the sticker expired. If stopped I could explain that I certainly don't drive the

“Last year I took off the extractor exhaust system that I had used for a number of years and installed a Sebring exhaust...”



car every day and I was on my way to get it done. That way I would get 13 months out of every 12 month sticker. Over ten years I would only pay for nine stickers thus saving \$30, what a plan. It's worked well the last seven years but now I'm probably done with the program since I can't see me driving the car in December unless global warming really starts to heat things up in New England this year. I guess I could skip a few months next year and have the car inspected in the spring with the claim that it had been in storage. Not that I have ever been stopped because of an old sticker but I do look over

my shoulder a lot. I guess we all have to have something to worry about. For some it's earthquakes, for others it's expired inspection stickers.

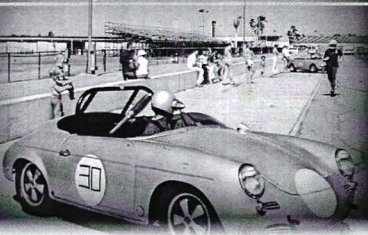
Whatever the worry, it's all behind me and the road ahead is clear for another season of driving around in a loud, 52 year old car.

KTF



California Connection

Roy Lock 89641 and Her Past



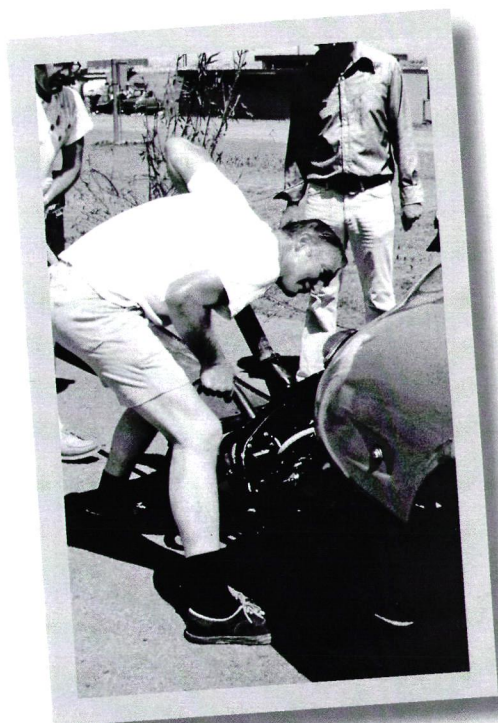
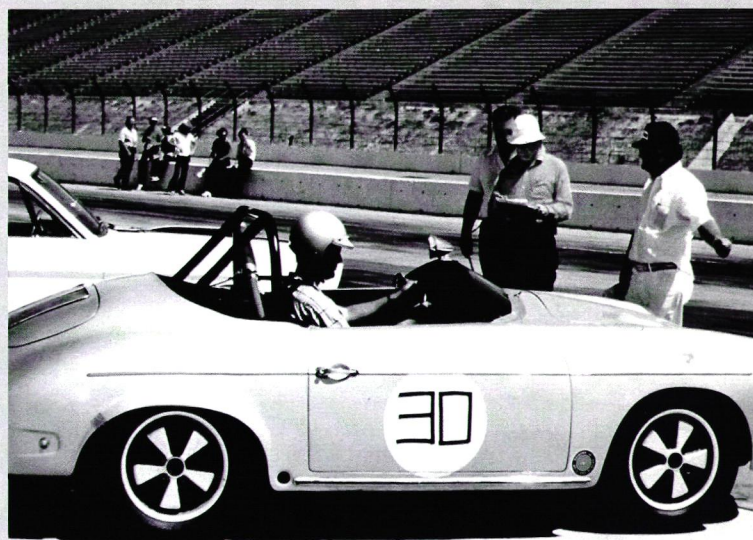
"Roy, you took a perfectly good race car and ruined it by making it into a street car!"

Those words as spoken by Barry Williams, stuck in my mind for well over 28 years. I'll never forget them.

In 1986 the restoration of 89641 back into street configuration was completed, I showed her on the concours circuit for one year. She won, People's Choice and the Hard Luck Trophies at the 356 Registry 1986 West Coast Holiday, Best of Show; 1987 356 Club Villa Casablanca, 2nd in class at the 1987 Porsche Parade, plus numerous local concours awards. I unceremoniously retired her after that season, relegating her to the a cold garage so I could concentrate on the family and career. Frank was born in 1987 and who would have known 23 years later, he would be as enthusiastic about 89641 as I was he was born. We resurrected her as a very nice driver; paint chips and flaws be damned. We want to drive her, not put her on a pedestal.

But, the spoken words from Barry rang true in my heart and mind throughout the years. I had forgotten many facts about 89641 until recently. Many years back, Dale Hirsch had told me 89641 had a glorious racing heritage. A racing career before she sat forlorn and idle in several garages. Passed from owner to owner, but never put back on the road or track until I finished her restoration in 1986.

When I was ready to put 89641 back on the road, I searched



for past owners. I knew of a few, but one always struck me; Charles B. Williams. "Charles" appeared on the 356 Registry database as a former owner. Who was "Charles Williams?" I searched and searched. He had owned many cars that appeared on the database. I wrote Bill Block and he could not come up with any additional information.

Then, one day at Cars and Coffee, I mentioned to Rolly Resos I was looking for Charles B. Williams. He was amazed and looked at me like I was a real heretic. "Roy, Charles B Williams is BARRY WILLIAMS!" Oh s@#, all these years I knew him, said hi to him, and I didn't know his real name! Now I know why he said that opening phrase. Dang, I better talk to him.

I had a chance to meet up with him about 6 months before he passed. He told me the history of 89641 as a club racer from the previous owners. As always, most information given to me went into one ear and out the other. I did know that the previous owner to Barry was named Sam. Sam was the president of the local SCCA chapter. Also, 89641 was raced

locally in SoCal until Barry sold her to Paul Bernardo. Paul bought her from Barry at a local swap meet and had her for about 6 months before passing her along to Jim Rinker and Jim Callaway. I bought her from Jim Rinker when that partnership dissolved.

Barry told me he had pictures of 89641 as a perfectly good race car. When Barry passed away, I gave up any hope of seeing those pictures. Fast forward to March of 2010. I got a call from Rolly Resos. He was going through some of Barry's photographs and stumbled upon a dozen photos of a twin grille Roadster with an engine fire and blown engine. He could tell from the markings of the car that it was mine. Rolly quickly called me to let me know that he had found the missing photos. When I was able to obtain them, I quickly went home and scanned them onto my computer hard drive.

The pictures confirmed many facts about 89641. I had known that she blew her engine and there was evidence of an engine fire, and I now have photographs of the event.



Restoration.....



Resplendent.....

mid ohio caravan saturday, june 26th

Join the Gruppe for a one day trip down to Lexington, Ohio and the beautiful Mi-Ohio Sports Car Course for the 2010 Vintage Grand Prix. Watch Vic Skirmants and several other 356rs compete in their vintage race prepared cars.

We will meet in the Toledo area Saturday morning, June 26th and make it to the track around lunchtime via some beautiful back roads. That will gives us enough time to watch the day's qualifying races, and enough energy to hang out with the racers and socialize at days end.

We will leave together in the evening, but of course anyone is free to come and go at anytime.

Please send me an email indicating you would like to be included and I will put you on the list for updates and final plans.

See you there! Sebastian spg356@sbcglobal.net

356 Enterprises Sponsors Lapeer Car Show Sunday, June 16th BBQ at Skirmants' to Follow Awards



**Classic Cruisers
Car Club of Lapeer**
20TH ANNUAL BENEFIT CAR SHOW
SUNDAY, JUNE 13, 2010

Downtown Lapeer — In Front of Old Courthouse on Nepessing St.
sponsored by Fenton Home Furnishings, Lapeer

\$10 Entry • No Pre-Registration
Registration 9:00 a.m. to 12 Noon • Show 10:00 a.m. to 3:00 p.m.
Awards 3:00 p.m. Rain or Shine • Participant Voting

50/50 Raffles • Door Prizes • Food & Soft Drinks Available
50's & 60's Music by B&C DJ's Inc.
sponsored by 356 Enterprises, LLC

ALL PROCEEDS GO TO
Kaitlyn (Katie) Estrada
(7 yrs. old) of Lapeer, who is suffering from Hodgkins Lymphoma and has many medical expenses.

AWARDS TO TOP 30 ENTRIES
• Fenton Home Furnishings Choice
• 356 Enterprises Choice
• One Classic Cruisers Choice

Dash Plaques to first 150 Entries
FOR MORE INFORMATION
CALL (810) 664-7417

Printing provided by AMERICAN SPEEDY PRINTING CENTER - Lapeer - 810.664.9881

For the past 19 years this event had been sponsored by Victor George Chevrolet Dealership in Lapeer. When the dealership closed it's doors this year the Classic Cruisers were going cancel the event. Over the 19 years they raised a total of \$66,000.00 with all proceeds given each year to a child in need. This years recipient is 7 year old Kaitlyn Estrada who is fighting Hodgkin's Lymphoma and the funds raised will be used by her family for medical expenses.

Vic and I have made a contribution to support this event and keep it going, so please join us by bringing your car to show! Immediately after the trophy presentations (starts at 3:00 p.m.) we will all drive to our home for a BBQ dinner.

We have hired Mark & Richard Tirpak, local professional BBQ cooks to prepare beef brisket and chicken with all the fixings, plus the applicable beverages. Please just let us know ahead of time so we can reserve spaces in front of the Lapeer Courthouse for your car, and make arrangements for food and beverages.

Thank you
Vic & Barbara Skirmants
810-688-9090
810-688-2059
cell 810-441-6914
skirmants@hughes.net



Neil Goldberg
356 Restoration Specialist
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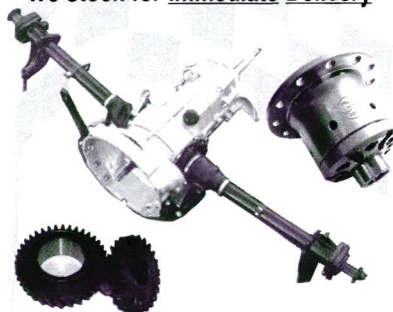
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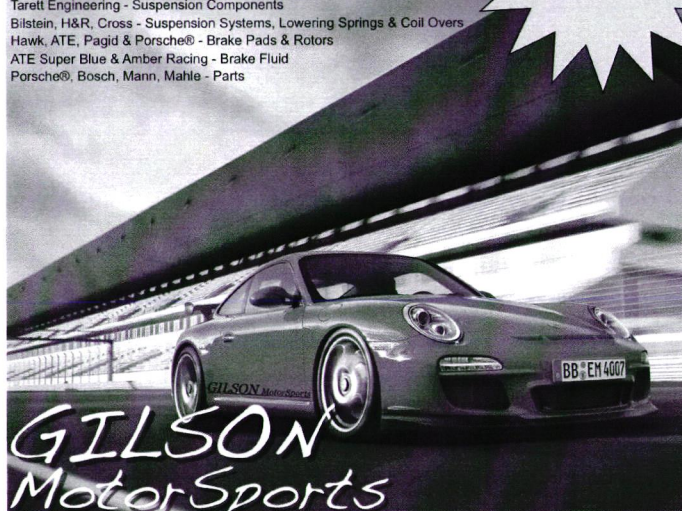
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GRUPPE 2010 FALL COLOR TOUR

SAVE THE DATE

SATURDAY AND SUNDAY OCTOBER 2ND & 3RD

HOSTED BY DAVE PRESTON AND DICK BEECHER

Tentative Schedule of Events:

Leave Saturday AM – place and time TBD
Lunch – we'll stop somewhere in route
Saturday afternoon activity – Gilmore Museum
Hotel: TBD Saturday night (near the museum – and Air Zoo)
Saturday Night: there will be a group dinner – location TBD
Sunday: Continental Breakfast at the Hotel
Sunday Morning Activity: Air Zoo of Kalamazoo
Disperse on our own to go home about Noon or so.

Please note that while it doesn't matter for now, but we may reverse the activities and do the Air Zoo on Saturday and visit the Gilmore Museum on Sunday

Gruppe Membership and Website Information

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

Please send dues to:

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

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

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

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

Motor Cities Gruppe Membership Form

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

Name _____

Address _____

City State Zip _____

Phone H _____ C _____

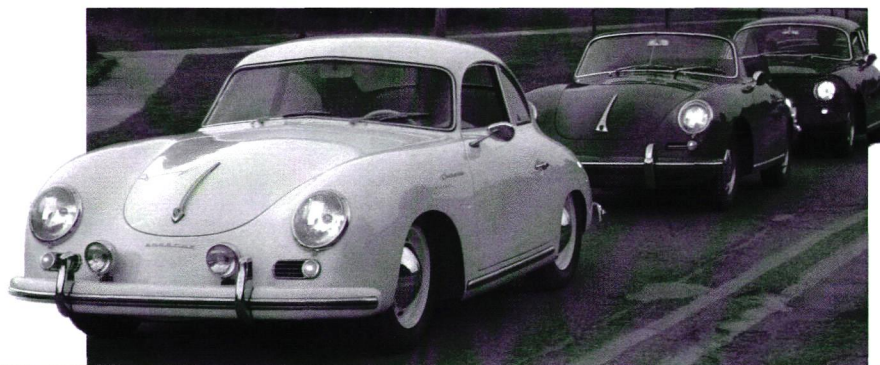
E-mail (important!) _____

Please mail this form and make check payable to:

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Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461

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

MOTOR CITIES GRUPPE



CALENDER OF EVENTS

June

- 11th-12th Stoddard Swap Meet
- 13th Lapeer Car Show, see page 10
- 18th-20th Bay Harbor Vintage Show
- 20th Eyes on Design
- 25th-27th Mid Ohio Vintage Grand Prix

July

- 3rd-8th 55th Porsche Parade Chicago
- 15th-18th Elkhart Lk Redman Event
- 31st Motor Cities Gruppe 30th Anniversary Celebration. Please see page 5 for more information.

August

- 7th-8th Alden Sports Car Show
- 15th or 22nd SEM Picnic
- 17th-21st Back to the Bricks in Flint
- 21st Woodward Dream Cruise

September

- 10th-12th Watkins Glenn Vintage Races
- 10th-12th Frankenmuth Autofest
- 19th Drive Your Porsche Day 2010
- 22nd-26th Registry East Coast Holiday Cleveland, Ohio. Please see page 17 for more information.

October

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

November Open

December

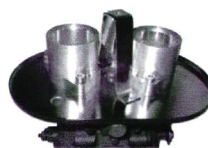
5th Gruppe Holiday Party

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EASY INSTALL: Step 1



Step 2



Step 3

Keith Blake: 248-540-3655 or solstacks@comcast.net

Okay, where were we?

Ah yes, fitting a patch and welding it in. Since the last article, I have purchased Ron Roland's new book "Restored By Hand". I was hoping to have read all of it by the time I wrote this, but I am only at page 43 and the editor is putting the pressure on. "Restored By Hand" is a must read book if you are considering restoring your 356 or even having a professional shop do it. That's the good

news; the bad news for me is my progress on Foam Car's body is only at around page 70 of 238 pages that describe many how "to's" for your 356 restoration. Anyway, Ron has many great tips, and some I want to re-emphasize are to save all the bad metal you remove until you are sure that it is no longer needed for reference. Another is to take many measurements for reference dimensions so you know exactly how to place and line up your repair panels or patches. I have a 3 ring binder where I log everything I have done, and how long it took. It also has many sketches and dimensions I can refer back to when it is time to install a new panel or patch. Unfortunately, I did not take enough dimensions, and in a future article I may share that potential disaster. Ron also suggests referencing another 356 for info on how it is supposed to be. I was fortunate that for a lot of my repairs through the installation of the floor pan, I had access to a T6 body that Neil Goldberg had at his shop. Most Saturday mornings that I was there, I could be found with camera, tape measure, and even cardboard for making a template going over that original, pretty rust free C coupe. Speaking of cameras, I started out using a Polaroid, back in the days before digital became real popular and cheaper. So, some of the pictures I am sending Sebastian to use were from the Polaroid, including the ones in this article. If I did not mention it earlier, I also have had a volunteer mentor that I have communicated with mostly by email, sometimes

by phone who runs his own 356 restoration shop. Sort of like a Ron Roland on call for 356 repair. Without his help and patience, much of my repair would have turned out very amateurish. Hopefully most of it looks better than that due to his advice.

The Perpetual Home-Brewed Restoration

by Phil Planck

Got to get organized, as I keep remembering things that may not be in order, such as, how to remove a bad panel that includes welds. You can't install a patch or replacement panel until you get the bad metal out. If there are no welds, then you are cutting out with an air saw, cut-off wheel or snips to remove rusty metal from a panel, and this will require a patch. Some patches and *all* replacement panels require cutting out welds. Most of the welds you will

find are spot welds, with the occasional lap or butt weld. There are several brands of spot weld cutters that are somewhat pricey and seem to wear out pretty fast. I have found that a 7/32" pilot point drill bit works as good or better than the specialty cutters, and they only cost \$4 or \$5. Black and Decker and Dewalt are two brands that I have stuck with. I also bought a complete set of pilot point bits, as they are cheaper that way and occasionally you need one a little bigger than 7/32.

Now, how do we find these welds? You may be looking at a rusty part of your 356 and saying, "I don't see any spot welds!" Well, they are there, but may need a little effort on your part to expose them. If you run a motorized wire wheel along the edge of a factory panel, you should eventually get the rust removed and get the metal smoothed down (remember the safety glasses and gloves). This should expose the spot welds which are usually spaced from 5/8" to 3/4" apart. There will be a bunch of them and each one needs to come apart if you want to save the metal underneath. Each one will look like a little pock mark about the size of a pencil eraser head. Put the cutting tool in your drill and center it on the weld. As Ron says in his book, a center punch on each may help keep the cutter from wandering, but I have found that the pilot point drill stays where you want it to most of the time. Gently drill through just the top layer of sheet metal. When you break through the top layer, often you will see a puff of rust dust coming from the inner layer. Some cutters, including the pilot point drill, will make a very small hole in the inner layer which can easily be filled in with a "dab" of MIG weld either when welding in the new part (if the welds are in the same location) or before you overlap the new panel. If you cannot get to the weld with a drill, you can grind it out with an air or electric grinder using a 1/16" small diameter cut-off wheel (3M Green Corp are great!). You can use this same tool to grind away any regular welds holding a panel in place. Now that you have cut and ground away as much of the welds as you can, there usually is more work required (see why it takes so long to do a restoration?).

Three more tools will be handy to break the part free. These are: a small chisel, a good putty knife, and the English made whacking knife (I made up the whacking part - Eastwood used to sell these and may still). Most of the time I just use the putty knife and work it between the overlapping metal and start driving it through the drilled out welds. You can see the blade through the holes you have drilled.

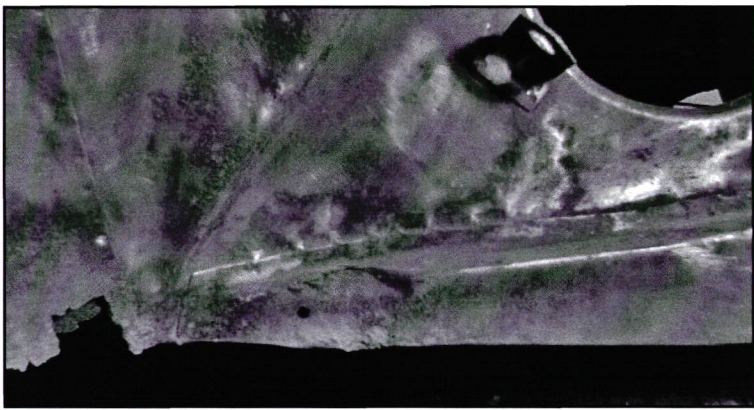


Spot weld cutters and 7/32" pilot point drill bit

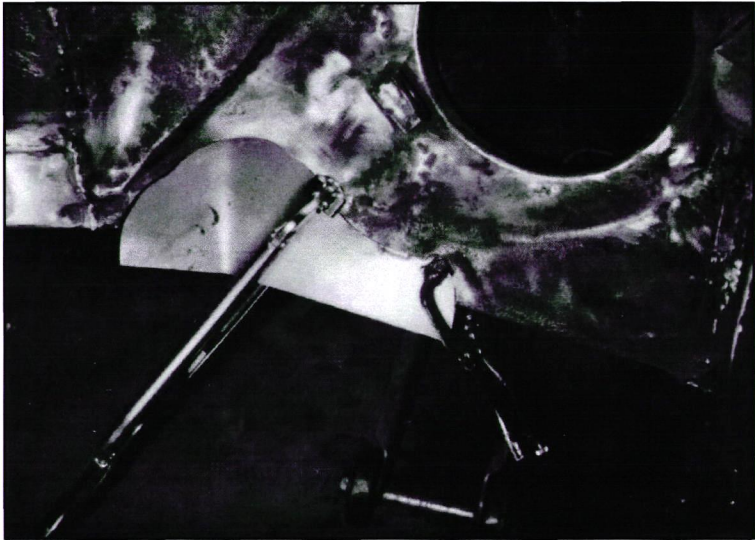
Sometimes it goes pretty easy, and other times you have to really hit the putty knife hard, or resort to the whacking knife or chisel. But I only use these last two as a last resort because they can tear and deform the metal you are trying to save. The putty knife should have the metal blade extending all the way up through the handle so you are actually hitting the end of it with the hammer where it is sandwiched between the handles.

Okay, the bad metal is off. Great! Oops, what's this? More rust underneath the bad part I just took off. The example I show here is the passenger front strut reinforcement. It was banged in at the rear and pretty rusty, so I removed it per above and found the metal behind it needed to be repaired. You can see that it had a lot of rust pits right above the strut at the rear. I marked the metal above the rusted area and cut it out. I don't think I made a template for this one but just used the piece I cut out for the template. I am showing this patch installation instead of the one in the last article because I also wanted to talk and show about the clamps needed to sometimes hold a patch in place. I did not have pictures of clamps on the door hinge pillar repair (I may not have used them) but had some with this strut repair. I show the patch clamped in place. You also need to make sure the patch is in line with the metal above it, as clamping will not assure it is lined up properly. I have a 8" long magnet that I use to help line up the patch with the adjacent good metal when they are in the same plane. You will need to get about 5 or so good clamps of various sizes for most of your patch work. Two are shown in the picture. Once the part is clamped in place you are ready to tack weld it. Now, I just casually said once the part is clamped in place. Actually, this can take quite a bit of time, depending on how will your patch fits. Usually I have had to spend quite a bit of time filing and snipping slivers off of the patch or good metal to get an even gap between the two. Most MIG welders like about a 1/32" gap between the parts, but recently I have been trying another method where the parts actually butt together. When doing this you must file a chamfer on both pieces of metal so that a very narrow v shaped trough is formed between the two parts. So far, I like this method as it seems to help prevent burn through in areas where you cannot place a copper backing. The even gap is not as critical on these structural parts where you don't have a shiny show surface. Once the undercoating is on, any small warpage will not show, but it is good practice to get ready for what is coming

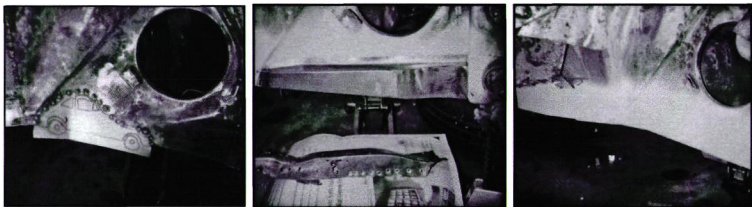
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Front strut reinforcement before repair



Front strut patch with clamps



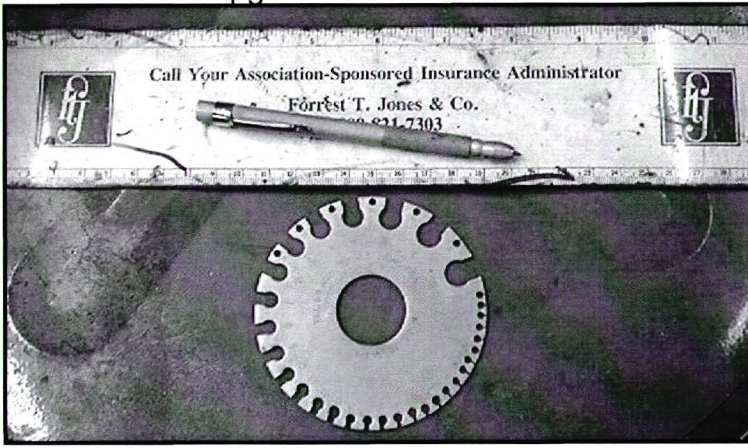
Progress!



Putty Knives on left, chisel in the center, "whacking" knife on right



The finished repair



down the road (exterior rust repair).

So now we are tacked in, the clamps can be removed and we can fill in the gaps between the tacks. It is good to grind the tacks down almost smooth so the heat of the weld is more evenly distributed. There are two ways I have used to fill in the gaps. For most of the structural repair I laid one continuous bead of weld, starting on top of one tack and ending on top of the next. This is tricky, as the heat occasionally does what is called a burn through. You actually burn a hole in the metal, and it has to be filled in with more weld, ugh. What I have been using on some recent exterior repair is a method where you basically make a continuous series of tack weld. These seem to work pretty well, especially where you cannot back up your welding with copper. If you read Ron's book, and many others on welding, it is advised to hammer and dolly the tack and butt welds as you go. Unfortunately, I have not done this very much, but so far I have not seen a lot of metal distortion by not doing it (MIG does not put as



much heat into the adjacent metal as gas welding). After the patch has been welded, the welds are smoothed with the edge of a cutoff wheel. I then put what is called a weldable primer over the hidden metal to help prevent future corrosion. That can be seen before the strut is welded on. The strut requires a bunch of spot welds along the top and underneath(have you welded upside down yet?). Then the ends are seam welded on.

That's it for this time. Next time I think I will talk about the repair at the bottom of the lock pillar and my near disaster - or why it is sometime good to repair the doors after the floor pan is in.

Phil

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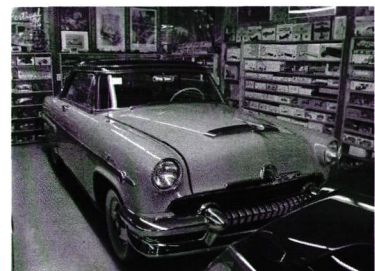
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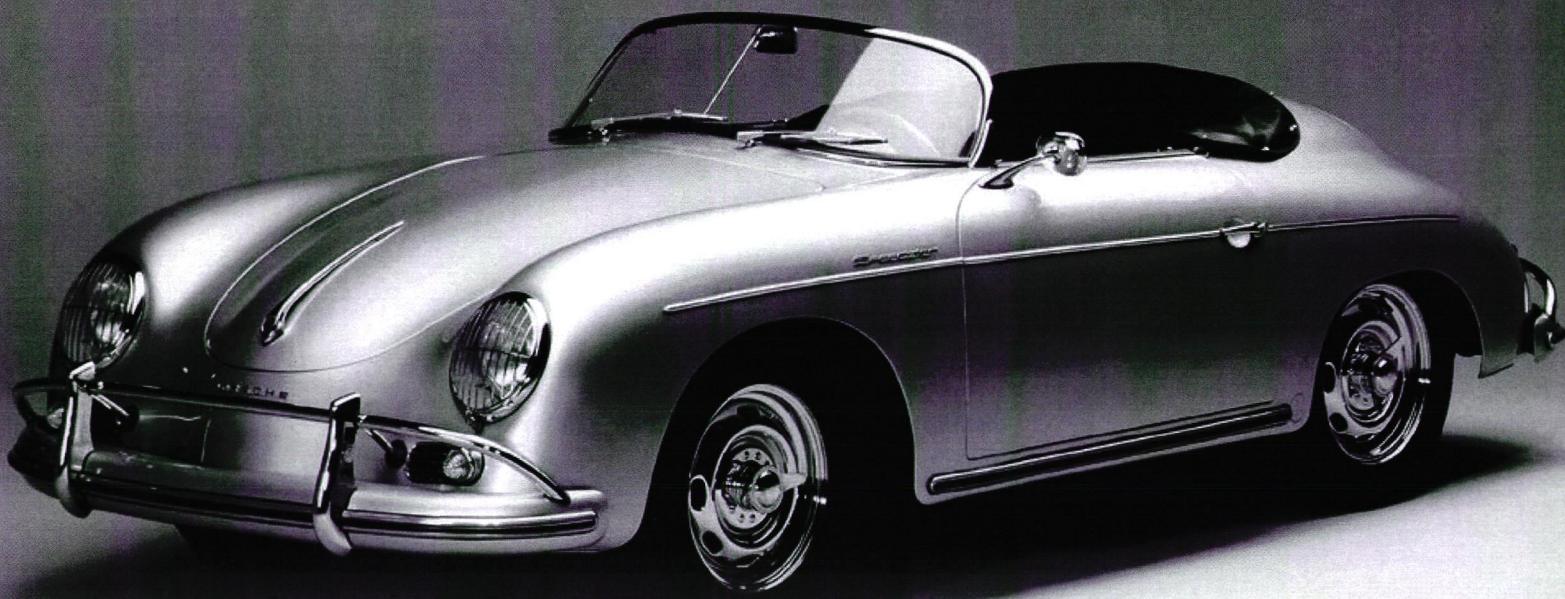
The roads were our familiar route but with a few new twists and was actually driven in the opposite direction of years past, astutely pointed out by Dave Peterson.

We all managed to eventually make it to Metzger's German restaurant where they were ready for us with several long tables set up so we could all sit together. Like always the conversation was lively and friendly.

The next stop was to Howard's home just a few miles away. I had seen some of his collection before, but at his home. The property is quite beautiful with a gorgeous pond and three or four buildings that house his collection. I'll let the pictures do the talking.

The tour that almost wasn't ended up being one of the "best ever" according to our president Dave Preston. Thanks Dave, sometimes the best times are had when planned at the last minute!





2010 Porsche 356 Registry East Coast Holiday

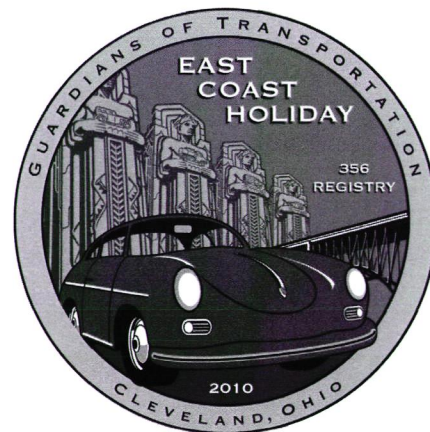
**Come to Cleveland, Ohio!
September 22-26th**

Northeast Ohio is beautiful in September. Drive some wonderful roads, take in wineries and covered bridges, Amish Country, the Emerald Necklace Park system, University Circle and ethnic neighborhoods. Enjoy a quaint street-concours in beautiful Chagrin Falls - it's the Midwest's version of the Carmel complete with waterfall. And more!

Rock and Roll Hall of Fame Welcome Party!

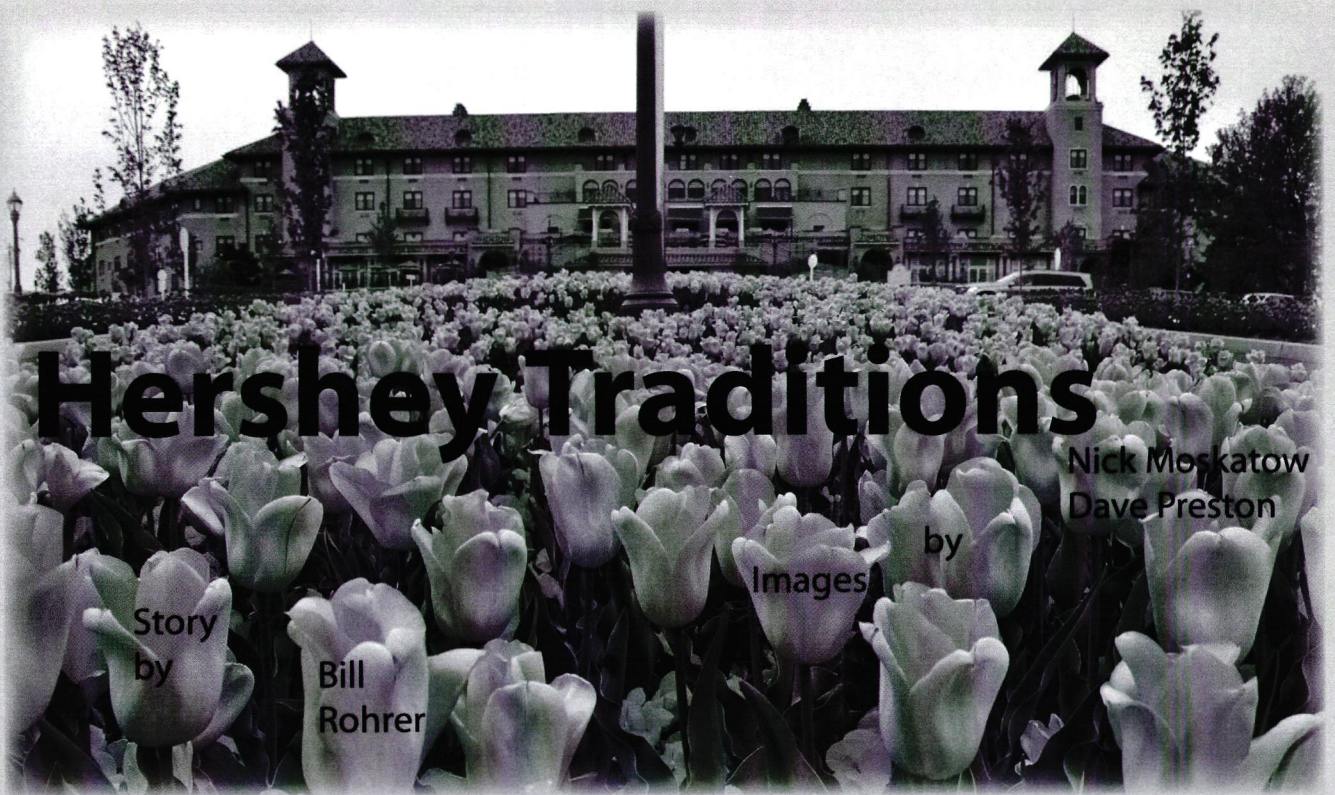
See Janis Joplin's 356 in person!

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- *Great Dining, Great Cars, Great Driving, Great Friends*
- *Come Play!*



E-mail Roberta: reheller@sbcglobal.net

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Story
by

Bill
Rohrer

Images

by

Nick Moskatow
Dave Preston

Hershey. Chocolate bars, Amish Buggies and best of all, the World's largest all-Porsche swap meet. Most of us have been there many times and tend to associate the event with some pretty un-hospitable weather - like 2009's 40 degrees and raining sideways. This year, though, Mother Nature was considerably more benign, and it turned out to be one of the best weekends in recent memory. Let me digress a bit.

Several years ago, our good friend Tim Buko retired and decided to spend the golden years nearer his wife's family, who are primarily in New York. Tim had grown up in the Hershey area and he and Monica ferreted out a very nice home in the heart of Amish Country. Ever since, Sebastian and I and various other Motor Cities Gruppe familiars have been making the annual pilgrimage to Strasburg. While there have been a couple pretty decent weekends, we've mainly considered sweatshirts, heavy jackets and rain gear standard attire. When we were deciding whether to do it again this year, we had a lot to consider. First, we are both chronically short of time, so the usual drive half way after dinner on Thursday, finish up on Friday wouldn't work. Next, with our children going in seventeen different directions, we had a very short list of available vehicles - a Boxster or a Ford Focus. Both really fun rides, but not particularly suited to long distance travels or for carting around parts to sell or treasures acquired. After checking the weather outlook, which looked like we had a chance for something tolerable, we decided that Friday mid-day in the Boxster could work. We'd skip the selling and only buy small stuff. Enter the "duh" realization that Sebastian (all 6'4" of him) had recently had a hip replacement and might be a bit cramped doing nine hours in the Boxster, so we defaulted to the Focus. After a hasty transfer of extraneous crap into



Friday's Tradition is the Spring Carlisle Meet

the Boxster trunk, and luggage, etc. into the Focus, we set out Thursday afternoon.

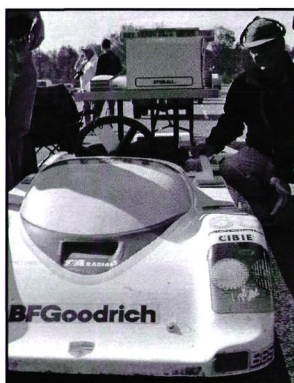
The sky was not at all ominous, and we happily buzzed down to and across the Ohio Turnpike making the usual necessary stops and the absolutely mandatory spicy chicken, biscuit and red beans and rice dinner. Interesting note: We used my TomTom GPS this year, since last year Sebastian's Garmin sent us about 30 miles into nowhere to a non-existent Popeyes....



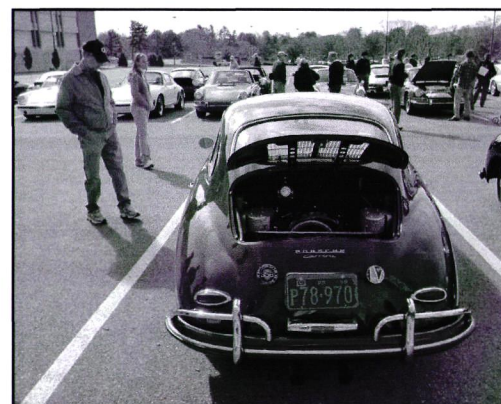
A beautiful '55 Speedster at the concours. That is 356 Registry Hall of Famer Bill Durland on the right (back to the camera)



It was standing room only at 356 Ent HQ



Alex buys a 962



It is all business back there

Anyway – it was looking good until we got in to the more hilly regions of PA a little drizzle, then a respectable showering. By the time we got to Strasburg about 10:30 PM it was real rain. The National Weather Service promised us again that the weekend would be decent, so we hung out in Tim's marvelous garage admiring his daily Boxster, his autocross 914, his some day I'm going to finish it 356 and his '49 Ford Pickup.

Some time between nod off and six AM, the rain stopped and good weather moved in as promised. We hopped in Mrs. Buko's Ford Edge and headed for the legendary Carlisle PA all-make swap. We did have a few sprinkles, but had enough good weather to get damned tired and even a little sun burned! Saw

a small contingent of other Porsche people, ate some great junk food and found a few seriously underpriced Porsche items. On the way back to Tim's, we took a quick detour into the Giant Center to see if anyone had arrived, and met several locals and travelers getting their trailers on site for then Saturday meet. Nearly a perfect day.

After a sumptuous Pizza Hut dinner, we retired to Tim's garage again for another round of "when the Hell you going to put this beautiful 63 coupe back together" time and enjoying the chance to be off our feet. We went to slumberland to a beautiful sound – silence. No rain pounding on the roof or

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slapping the windows.

Up before dawn, we piled in to the Edge again and set out to Hershey. Everyone must have seen the forecast for good weather, because we arrived to an amazingly long line to get on the grounds. Porsches everywhere, all kinds. More vendors than we have seen for several years. Best of all, very few T-shirt stands and lots of 356-era part and service vendors! ...). Of course, many of our favorite "usual suspects" were there – Dr. Block and Dr. Mrs. Block, Tony Euganeo, Jim Perrin, Vic Rivera, Vic Skirmants, Dave Preston, Dick Beecher, etc.

We saw things that have been really absent for a while – a ton of 356 parts, tools (even a chrome Messko gauge), travel kits, NPR kits, lots of good, useable mechanical bits. Sebastian jokingly had said that the only thing he would buy was a set of painted "C" wheels dated 08/63 for his 1964 Cab. Well, within a half hour of arriving, a set of four appeared behind the Edge. Oops



Doc Block was busy all day. Is that a 904 or 962 book for Alex Pollack?



Herrick Griffin, behind his B coupe right, is a new 356 owner.

– one was dated 09/63! A quick look around, and it was swapped for a fourth 08/63 (thanks to Tom Tate and Keith Dennehan). Went that way all day – whatever it was that someone needed, it was there (except that special T-shirt...). Now all we have to do is figure out how we will get Sebastian's wheels home – remember, we ended up driving a Focus!!

Mid afternoon, the clouds started moving in, but we were pretty satisfied and ready to head out anyway. Besides, it was time for another Hershey weekend tradition – a trip to Northeast Maryland for dinner at Woody's Crab House. Always crowded, always fantastic!

Sunday, we were supposed to watch Tim Autocross, but the rain that missed us Saturday decided to come in. So – we hopped back in our little limo and made it back to Ann Arbor in time to tuck our children in to bed. All in all a fantastic weekend that puts Hershey right back at the top of the list of fun Porsche things to do. Can't wait until next year!!



EYES ON DESIGN 2010

SUNDAY, JUNE 20TH

This year's "Eyes" show is planning to include an 'evolution of Porsche 911' grouping, but another theme is to re-create the 1960 Auto Show - "It's 1960 all over again!" This display will be for nicely preserved 1960 cars to bring alive this 50 year retrospective. That, of course, includes 1960 356's. We are looking, however, for all 1960 vehicles, not just Porsche's. Foreign or domestic vehicles all fall under our big tent.

For more information please call John Sandrock at 586 212 3575

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PORSCHE

The Spring Tour that almost wasn't

by Sebastian Gaeta



Images by John McConnell and RSR member Stewart Free

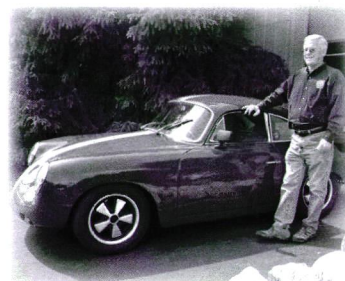
If there is absolutely one thing that I love about the Gruppe is the casual nature and mentality of our members. 99% of the time it is what makes this club great. That other 1%, however....

With 10 days to go before our tour I had two (count 'em, 2!) RSVP's. Not knowing how many people would actually show up and what the weather would be like, I scrapped the original plan and went to plan B. Plan B consisted of a nice and safe meeting place, familiar driving roads and a German restaurant; venues that would work very well whether five or fifty people showed up. Plan A was not such a plan, and with the tiny response at the time, the prudent thing to do was jump ship and go

with plan B. Figures. Within days of cancelling plan A, the RSVP's started flowing in. It is really not big deal as we can save plan A for another tour.

Then I got a response from Grady Ellis who asked what the agenda was. He replied back that he would be able arrange a visit to his old friend Howard Weaver's home to view his private collection at the end of the tour. If you are not familiar with Howard, he is a car enthusiast to the nth degree. His collection of American Classics is world class and his contributions to the hobby are well known. He owned Yesterday's Collection which catered to automotive model, memorabilia and book collectors. He also is the proprietor of the Ypsilanti Firehouse museum, site of our 30 Jahre celebration this July.





Grady asked how many would attend the tour at Howard's home so he could warn Howard ahead of time, and by Friday the count was 50. Now we're on!

I had previously invited members of my new PCA region, the Rally Sport region. After many years in SEM and barely attending any events because of proximity, I switched over and could not be happier. I have met the PCA equivalent to our Gruppe; great people who genuinely love driving Porsches and best of all, the vast majority of events are within minutes of Ann Arbor.

Several RSR members attended and by all accounts were quite pleased with the reception they received from the Gruppe. In fact, my counterpart in RSR Mike O'Rear

(attending with his lovely wife Kathy), the editor of their magazine *Bahn Stormer*, joined the Registry and the Gruppe and is keeping his eyes peeled for a nice coupe driver, so let me know if you have one available. RSR members Michael and Diane Kimber are also looking for a 356, so look for one for them, too!

Knowing it would be a daunting, yet not impossible task to keep 27 cars together, I handed out the maps, crossed my fingers, and pulled out onto the road first. It all went pretty well for the most part, but let's just say with that many cars there are bound to be some separated members driving their own "private" route...

Continued on pg. 16

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



John Thomson
4600 W. Liberty Rd.
Ann Arbor, MI 48103

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