



Auspuff Roar

June 2011

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On The Cover

Michigan Spring 2011, one to remember! Photo by Dave Preston.

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 \$25 per year due at the first of each year.

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Please send membership dues to:
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Please send materials to be published or advertising copy to:

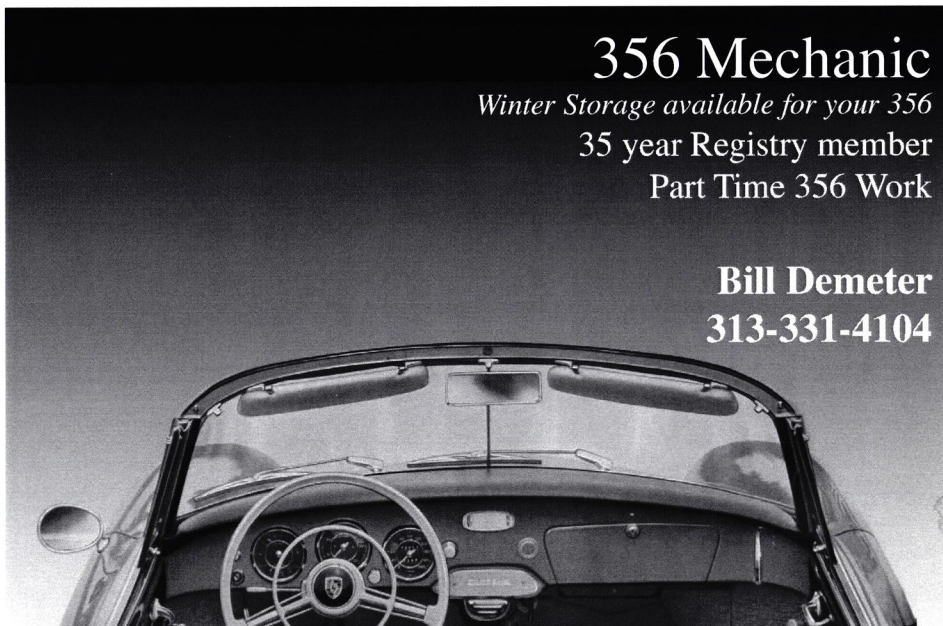
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356 Mechanic

Winter Storage available for your 356
35 year Registry member
Part Time 356 Work

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313-331-4104





President's Letter

As I write this, a week after the Spring Tour, it seems that the first decent weekend of the driving season has finally arrived! Holy smokes, what a wet spring??!! We could have used this weekend's weather at the Spring Tour. If you couldn't join us, we had a great time despite the fact that it seemed to rain non-stop along with some cold and wind. But we had a fun time anyway. This is a good opportunity to thank everyone who could attend and to thank my buddies Dick Beecher and Sebastian for helping me to organize the first ever over-night MCG Spring Tour. Dick is writing an article that you will see later on in this issue. Next up is the annual Summer Picnic at Vic & Barbara's wonderful home on August 7th. You'll see a flyer with more details in this issue. It will be great to see everyone at that event.

Although I am sure that there are loads of non-MCG events in your lives that will keep you busy all summer, please consult

our club calendar for events that may interest you. Our calendar is on our website and in the Auspuff Roar.

Below, you'll notice the first reporting of the 2011 Drive Your 356 Contest. Please take note of the impressive mileage that some folks have already racked up – and its just May! Should be another fun contest this year.

That's all for now – see you at the Skirmants' on August 7th!

Dave

ENTRANT CAR MILES DRIVEN 2010

Bill & Shirley Hallandal	'61 Roadster 89428	TBD
Bill & Shirley Hallandal	'61 Coupe 116432	TBD
Total		TBD
Doc & Freda Block	'65 C Cab 161564	0
Vic & Barbara Skirmants	'65 C Coupe 222184	1,061
Sebastian & Narmeen Gaeta	'64 C Cab 159286	192
Sebastian & Narmeen Gaeta	'65 C Coupe 222053	647
Total		839
Harry & Mary Kurrie	'64 SC Coupe 215734	578
Heath & Kathy Hurlbert	'57 Speedster 83609	662
Heath & Kathy Hurlbert	'57 Outlaw Coupe 101239	76
Heath & Kathy Hurlbert	'64 SC Coupe	0
Total		738
John and Michele Jenkins	'57 T-1 Coupe 58738	***3,062
John & Carole McConnell	63 B Coupe 213045	0
Charlie & Joyce Brown III	64 C Coupe 218381	0
Dave & Mary Preston	'65 C Cab 161047	211
John and Pam Chatley	'59 Conv D	0
Dave & Diane Burton	'61 Roadster 88969	9
Dave & Barbara Peterson	59 A Cab 151063	34
Dick & Diane Beecher	'64 C Coupe 129947	427
John & Carroll Thomson	'61 B Coupe 200605	0

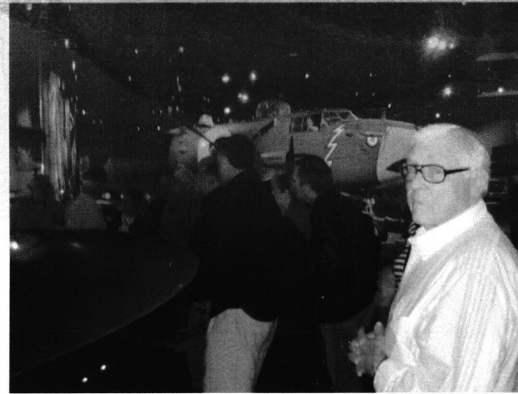
MOTOR CITIES GRUPPE

DRIVING CONTEST
2011

***We welcome any and all Gruppe Members to participate in the contest. Since The Jenkins' live in California, we are working on an equitable solution so that our core Michigan members are not at an unreasonable disadvantage to anyone who lives in a 12 month driving season state.

2011 Gruppe Spring Tour and Windshield Wiper Test

By Dick Beecher
Photos by Dave Preston

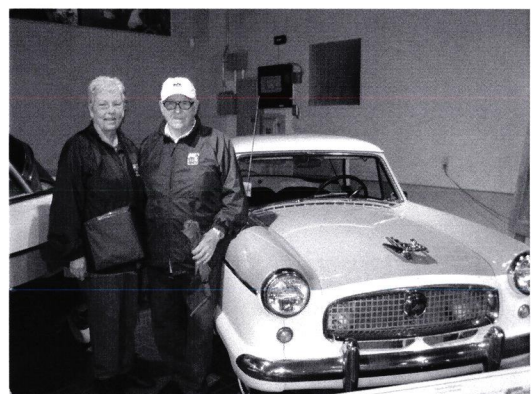
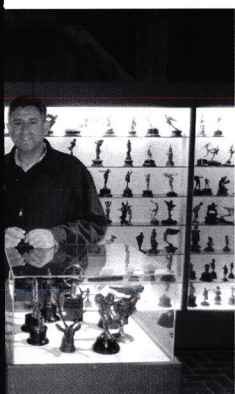
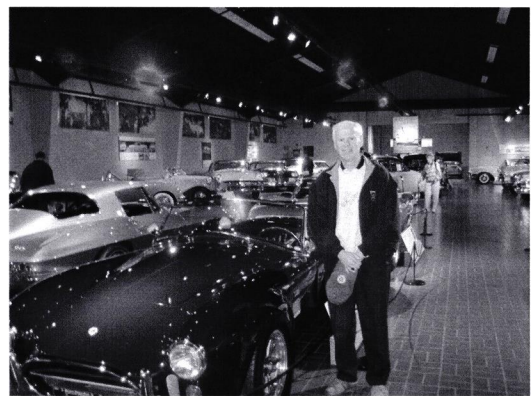
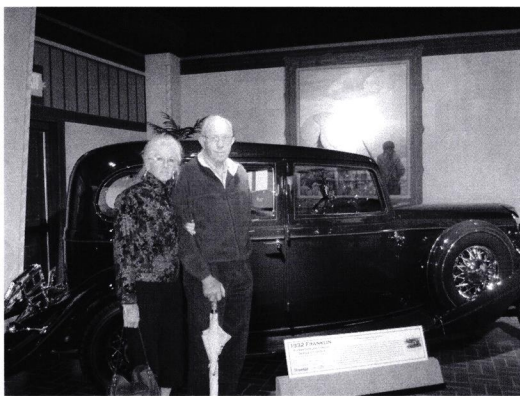


*W*e came from all directions and 16 Gruppe members met for lunch in Portage. Although event Planner Dave Preston had a non interstate route for a Gruppe caravan, some of us, due to the starting locations and final destination, took more direct roads. If I would have taken the planned roads I would have missed the windshield wiper test as the rains came down for a period of time around Battle Creek. Sixteen members braved the weather and negative weather reports, driving six 356's an Audi TT a Cayman and a couple of comfort vehicles. Dave provided all with much prior event information, detailed route and location information.

After lunch we visited the Kalamazoo Air Zoo. There was maybe a flying Tiger but no animals as the name might suggest. An Air Force veteran guided our group through the display of many planes with information on each one. We attended a short film depicting a WW2 bombing run by the Miss Kalamazoo B17, reminding us of the sacrifices' made by Pilots and crews many years ago. The Air Zoo is a very well done Museum with many restored airplanes as well as some attractions for children. The admission is free except rides in the indoor Air Balloon and the Stunt Plane ride for the Kids. I don't think any of our Kids took advantage of these rides. The Air Zoo is expanding and soon will have a new section for "Space" exhibits.

We left the Air Zoo and traveled a short drive to the Gull Lake Inn and assembled for wine and cheese before getting out our umbrellas and going across the street for Dinner. After Dinner we gathered back in the Inn's Lodge room where Dave Burton treated us to some great pictures shot during a recent Safari taken by he and Diane.

Sunday morning we drove a short ways on some nice twisty roads to the Gilmore Automotive Museum. What a magnificent collection of automotive history. All the vehicles are displayed in a group of barns which are an attraction in themselves. Although there were no Porsches on display no one was disappointed. As we strolled through the displays there were many stories and memories of cars we once owned or wished we could have owned. With a collection of "car nuts" like we all are it was interesting to hear comments as to what cars really turned us on. In one of the back rooms there were some Franklins on display. I was not particularly familiar with these cars that were made in Syracuse New York, and went out of business in 1933 after losing \$819,000 in their last year (thanks Google). However Bob Count called my attention to a dark green four door 1932 Franklin Sedan. Bob pointed out the subtle design



features such as the graceful angle of the grille reflected by the angle of the windshield. A dashboard that was also elegant in its simplicity. Many of other Gruppe members gathered to look at this car and there seemed to be a consensus that this was an exceptional car, even though it looked similar to other 30s cars it stood out as truly elegant.

In spite of the weather I think a great time was had by all. Great cars, good food, good friends and a little wine trumped the weather.



Vintage GRAND PRIX *of Mid-Ohio*

JUNE 24-26, 2011

VINTAGE GRAND PRIX OF MID-OHIO

FEATURING PORSCHE

DON'T MISS YOUR CHANCE TO DRIVE YOUR CAR ON THE TRACK DURING THE LUNCHTIME PARADE LAP!

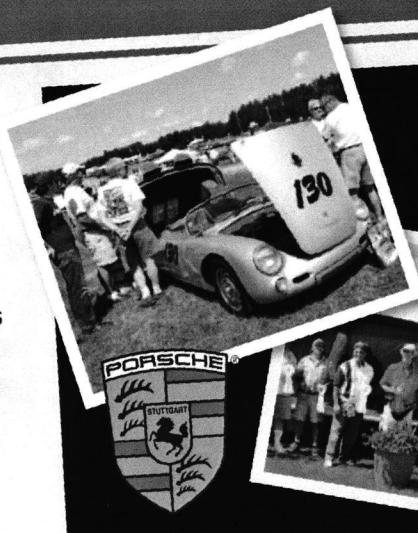
Vintage sports car racing returns to Mid-Ohio Sports Car Course honoring Porsche heritage during the 2011 Vintage Grand Prix of Mid-Ohio, June 24-26. All Porsche car owners and enthusiasts are encouraged to participate in the Concours d'Elegance on Sunday, June 26. During the weekend, cheer on your favorite Porsches during the Porsche exclusive feature race. Don't miss your opportunity to take the same track as these historic automobiles!

Concours d'Elegance – Sunday, June 26

- 1st, 2nd and 3rd Place Awards
- Commemorative Souvenir
- Exclusive parking on Championship Row

Celebrate classic cars on & off the track...

- Porsche exclusive feature race
- Sportscar Vintage Racing Association races all day
- Legendary driver Brian Redman as Grand Marshal



VINTAGE GRAND PRIX OF MID-OHIO

VGP Hospitality Ticket

(1 weekend ticket & hospitality)	\$40.00
(2 weekend tickets & hospitality)	\$70.00

General Admission

Saturday	\$15.00
Sunday	\$15.00
Weekend (Fri-Sun)	\$25.00

These ticket prices are available **only in advance** and must be purchased by **Wednesday, June 22**. General admission tickets are available at the gate, and all tickets to the Vintage Grand Prix of Mid-Ohio cover the entry fee for the car show. Children 12 and under are admitted free.

Sign up your car club today!
Contact Connie Bruce at
cbruce@midohio.com or 614-793-4600.

MIDOHIO.COM | 800-MID-OHIO



**MORE THAN 400 AUTOMOBILES ARE EXPECTED TO ATTEND!
BE A PART OF THIS EXTRAVAGANZA!**

VINTAGE GRAND PRIX of MID OHIO

**2011 Caravan to Mid Ohio for the
Vintage Grand Prix
Saturday June 25th, 2011**

Porsche is the 2011 Featured Marque!

Join the Gruppe on a one day trip to the beautiful Mid Ohio Sports Car Course to see the Vintage Grand Prix and cheer on your Gruppe vintage racers. Porsche is the featured Marque which means special infield parking and a lead role on the parade laps at noon.

We will meet in Northern Ohio and caravan down to Lexington via some beautiful back roads. Everyone is welcome to stay as long as they like or leave early, but the caravan returns home just after dinner time.

For more information or to RSVP contact Sebastian at spg356@sbcglobal.net

As March was approaching, it was time to head west for the L.A. Literature & Memorabilia Swap Meet and the All Porsche Swap Meet in Anaheim during the first weekend of March. It was a well appreciated respite from this horrible winter and snow that Michigan had been experiencing. I knew it was a bad Winter when I had to refill the gas can that I use for my Toro Snow thrower.

We had a good crowd from here in Detroit; Brother John & I, Neil Goldberg, Ted Dunham, Dave Peterson, Lane Mally, Joe Chess & Dave Renner (longtime PCAers). We were joined by; Warren Bischoff (Dallas), Bob Smith (Phoenix), Howard Yefsky (Chicago), Mark Smedley (Sacramento) and Ken Ito (L.A.). And we were joined, at various times, by Bob Garretson (California), renowned Phoenix sculptor Jeff Gamble and his sidekick, Steve Proctor (Proctor & Gamble maybe???)

Wednesday afternoon

On Wednesday afternoon, having arrived a day before the rest of our group, I picked up the boys at the airport. As always, our mode of transportation was a 15 passenger van with barely enough room for our group. We lunched at The Proud Birds Restaurant literally right across the street from the LAX Airport. We have driven past this place for many years on our L.A. travels, and always commented that we should try it some time. They have an excellent array of old aircraft scattered around the grounds, most of which are warbirds. Well, this was the year and after a great lunch and time to browse the hundreds of aircraft photos on the walls, we all asked "why did it take us so long to stop in"? If you're ever back at LAX but too early for your flight out, this place is highly recommended and it sure beats airport food.

Later, we hung around the hotel lobby and waited for the rest of our group to arrive and we reviewed our schedule for the balance of the week.

Thursday

Our first stop was the So-Cal Speed Shop in Pomona, producers of some of the very finest "old school" street rods around. Those of us who watch the weekly television show on HD Theater, "The Hot Rod, an American Icon", are very familiar with this shop and its part-owner, Pete Chappouris. Our

The 2011 Get the Hell



Out of the Snow Tour

By Dennis Denyer
Photos by Dave Peterson



good friend from last year's trip, Bruce Meyer, introduced me to Pete and he was most gracious in allowing us to tour his shop and Pete spent nearly two hours with us, showing us their work and answering our questions. The So-Cal customers can get **brand new** early 30's Ford Roadsters and Coupes with every component newly manufactured from steel. In their shop were nearly a dozen rods in various stages of completion, including one that one would not expect to see here. How about a mid-80's Rolls Royce that the So-Cal crew had installed a 502 cubic inch Chevy with fuel injection? With the exception of custom wheels and no bumpers, this car wouldn't turn any heads, until the throttle was opened. This car was headed back to its owner in South Korea.

Next, it was back into downtown L.A. to Langer's Deli, the best Jewish Deli in L.A. and worth the drive and the wait. They are famous for their Pastrami sandwiches and we were not disappointed.

Finally, it was to Pasadena and the Art Center College of Design, the art school that puts out most of the finest and most accomplished auto designers in the World. Names like Chip Foose, Freeman Thomas, and many, many others of note received their training at Art Center. Stewart Reed, the Chairman of Transportation Design is a Registry member, a PCAer AND a Michigander, having grown up in Traverse City and spending a number of years with both Chrysler and Toyota. As a very young grad of Art Center, Stewart is credited with the design of the Meyers Manx, the slickest dune buggy ever. If you remember, Steve McQueen drove one in the original Thomas Crown Affair movie. Stewart took us on a personal tour of the Center and we had a chance to spend time in each of their automotive studios, meeting with some of the students and viewing their work. Because many of the present day designers for the 20 major automotive design studios in Southern California also take time to instruct at Art Center, we had the opportunity to see the direction of automotive design in the coming years. This visit was one to remember, for sure!

Friday

Friday is reserved for our usual visits that included European Collectibles, where we saw some





spectacular Porsches of all ages, including 356's, early 911's and 912's and a beautiful 73 RS. Each year, this place gets better and better. Next, it was on to the Auto Kennel to check out a 73 911S that was for sale but we were too late to make an offer, it was sold! We also saw Bob Smith's stunning 69 911S there. Also on display were some earlier 911 race cars; a 934, a 964 racer and a Lowenbrau rally 911. Our next stop was at GT Werks and, then, on to The Parts Shop and another chance to look at Bill Perrone's 550 Spyder and his Elva Porsche. Of course, he has lots of other stuff to see, as well.

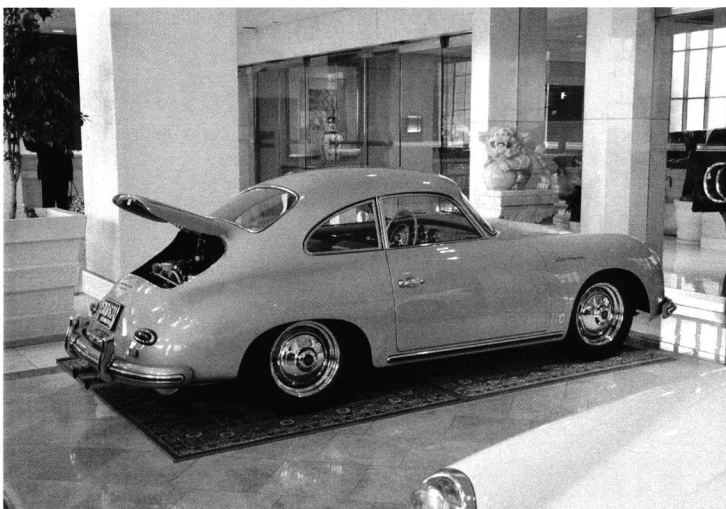
As always, the highlight of our L.A. Fridays is our visit to John Willhoit's fine restoration shop, he's the best! And we were not disappointed this year, as he added a new feature; we were able to watch two 356's, two early 911's and a hot VW Beetle in a chassis dyno, set up across the street. I think the VW Beetle with 167.5 HP at the rear wheels was the most impressive. In John's shop were 6 or 7 examples of his restorations plus a couple that were in process. Flawless black was the theme this year and I believe one could walk right into the paint on these cars.

Saturday

As usual, Saturday mornings are for the VW / Porsche Literature & Memorabilia (plus a lot more) Swap Meet in the two large ballrooms in the LAX Hilton Hotel. This event gets bigger and bigger each year with added exhibitors; we now take up almost the entire second ballroom. Under the portico at the hotel entrance were a 356 A Carrera and a 1973 911RS, both from Road Scholars in Raleigh, North Carolina. This display was augmented by the 959S that Jerry Seinfeld drove in with, just a daily driver, I guess.

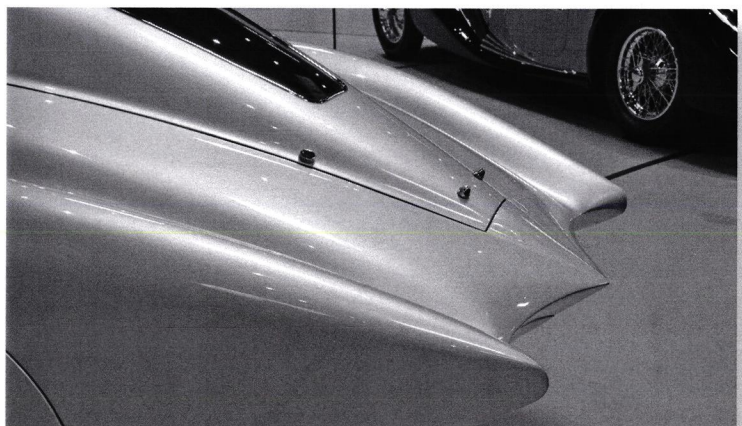
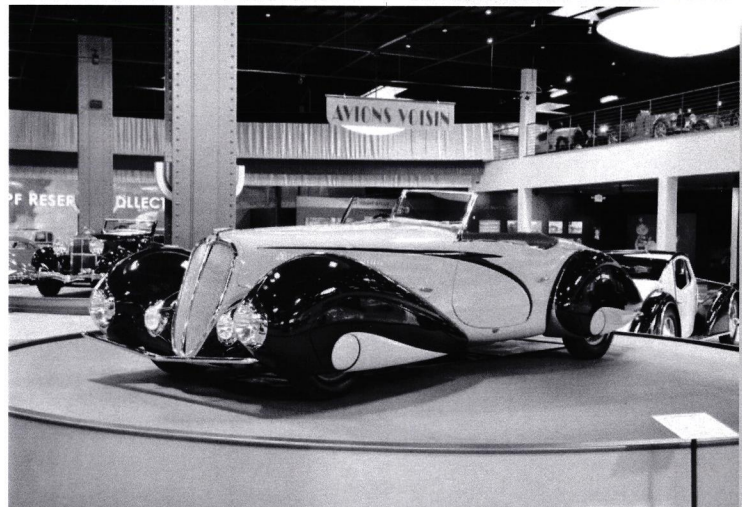
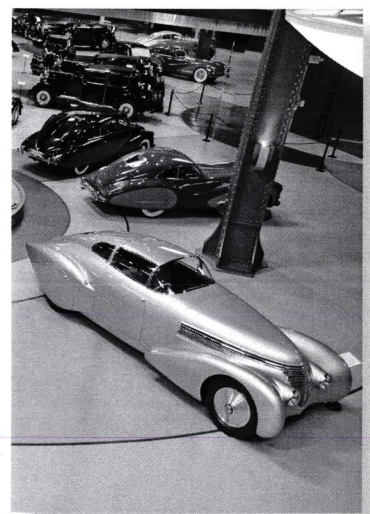
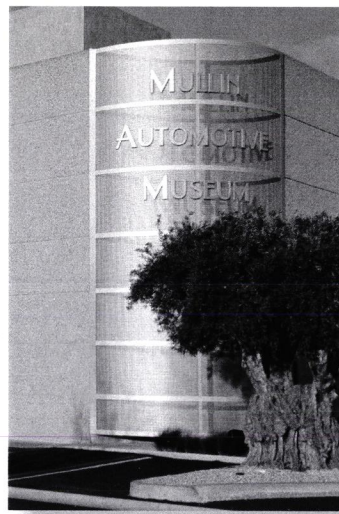
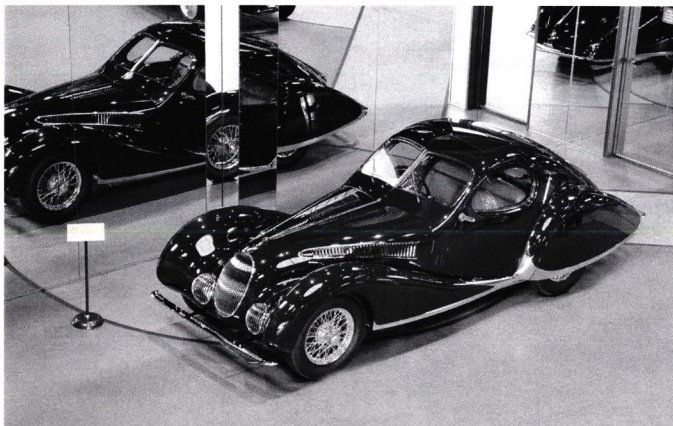
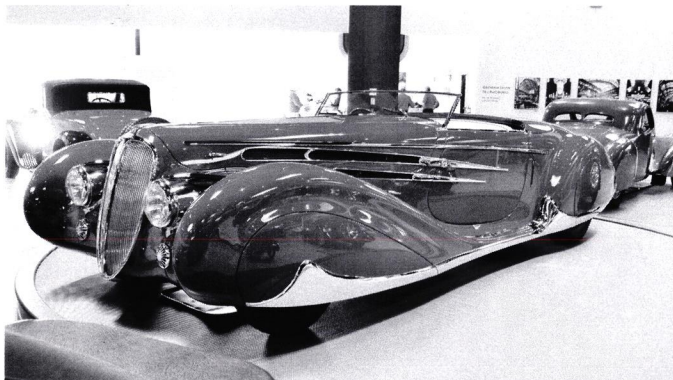
The swap meet was cool, NLA and Stoddard Classic Parts have added many new items to their catalogue including more and more early 911 stuff. Sales of Neil Goldberg's *Neil's Book* were very good; you could see many people carrying their copies throughout the ballrooms. The Swap Meet is open at 7:00am for the Early Birds and 9:00am for those who aren't worried about missing the "good stuff". By noon, most attendees have left.

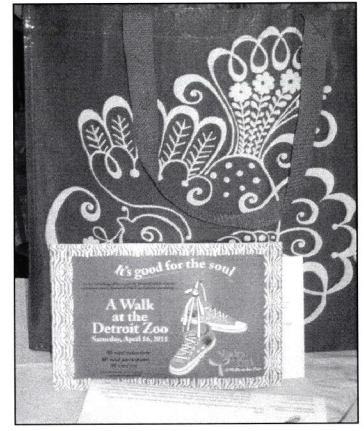
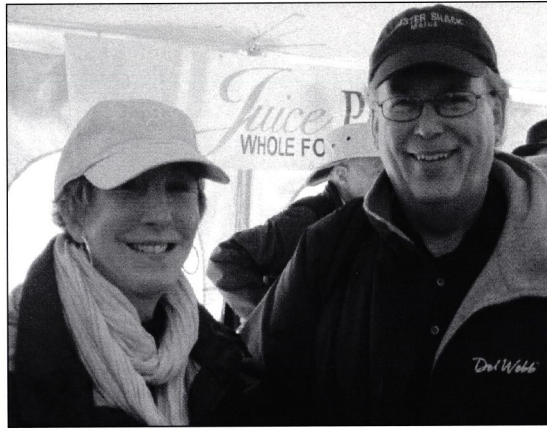
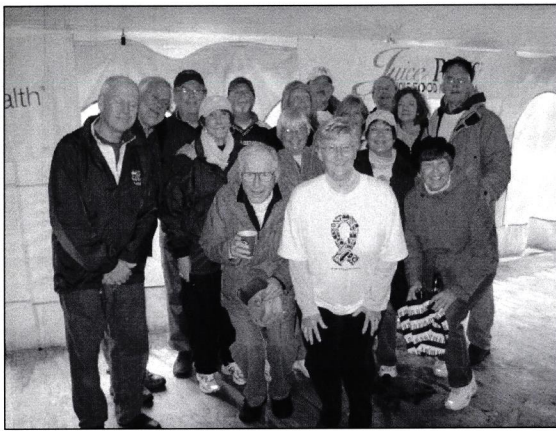
Saturday afternoon was certainly a treat for us this year. We were fortunate to have a special showing



of the Mullin Automotive Museum in Oxnard, California. Peter Mullin is a devotee of the French styling and his private collection contains such nameplates as; Bugatti, Delahaye, Delage, Talbot Lago, Avion Voisin, Peugeot, and Renault. With the exception of some very significant “survivors”, all were perfectly restored and displayed in all of their glory. Peter Mullin was so kind as to open his museum for us and he was there to greet us and had his people give us a guided tour, then allowed us to wander about with our cameras at the ready and our mouths hanging open in near disbelief at all of this automotive beauty under one roof and in one man’s ownership.

Our flights back home on Sunday were a chance to relax and recollect all of the cars and sights that we took in over the previous four days. As for next year, our plans are pretty well set with some new destinations and experiences. We should thank Prescott Kelly, Jim Perrin and Wayne Callaway for their efforts to develop this event into a Porsche happening that is attended by enthusiasts from literally around the World. We look forward to the 2012 VW / Porsche Literature, Toy and Memorabilia Swap Meet and its companion event, The So-Cal All Porsche Swap Meet.





2011 SHADES OF PINK ZOO WALK

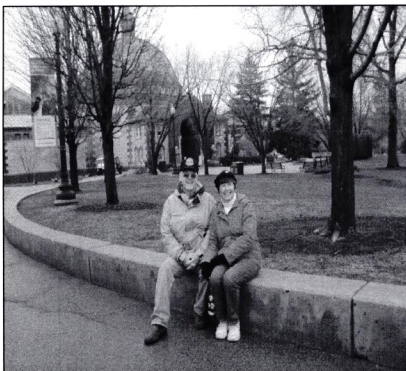
Twenty one 356 members and friends showed up early morning on Saturday, April 16th to support all ladies who have survived and are going through breast cancer treatment. The great thing about Shades of Pink Foundation is that they are not a hand out organization but a hand up through the difficult time of treatment and recovery. Of the 21 friends that showed up 9 men and 12 ladies 5 of us are breast cancer survivors. Plus we honored three of our friends and family members who perished from this disease. I am so very grateful to our 356 friends who also sent donations of support to this event. When you participate in the event either as a walker or sponsor you are helping to empower us ladies who are survivors. We know your

support is behind us. I calculate that our participation in this event raised over \$2200.00 total. Thank you to Dan Christie who designed our 356 themed Shades of Pink Tee Shirt.

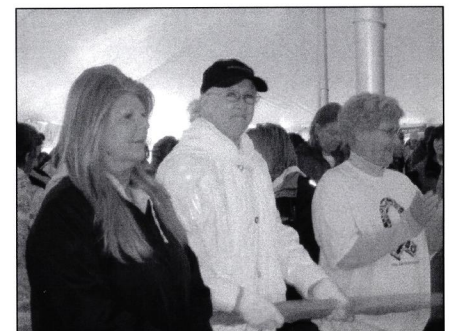
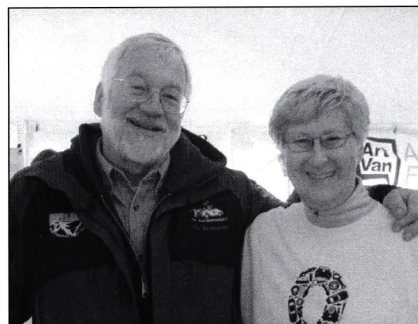
and others who sent their contribution through the web site or directly in the mail.

Our 356 friends made me very proud and grateful for their support. Thank You all.

Barbara and Vic



Participants were Lanita Dunham, Bill and Jean Demeter, Peggy Goldberg and her friend Sharon, Harry and Mary Kurrie, Gary and Marsha Harris, Fred and Bonnie Sheill, Dave Preston, Vic and Barbara Skirmants, Bill and Sher Toburen, John and Carole McConnell, Pat and Bud Hunt and Peggy Bogart. Members who sent contributions were Grady Ellis (a generous contribution), 356 Enterprises, LLC, Ted Zombek, Ted Stanek and Phil Plank.



Motor Cities Gruppe Calender of Events 2011

June

11th-12th Stoddard Swap
23rd-26th Mid Ohio Vintage Races
 see pages 4 and 5 for details
24th-26th Bay Harbor Vintage Car Show

August

7th Gruppe Picnic hosted by Skirmants
 More info in June Auspuff Roar
11th 5th Annual Harbor Springs Car Festival
13th-14th Alden Classic Sports Car Picnic/Show in Alden, Michigan
16th-20th Back to the Bricks Flint, MI
20th Woodward Dream Cruise
21st SEM Summer Picnic

October

1st-2nd Fall Color Tour in Ohio
13th-16th HSR Sebring
26th-30th West Coast Holiday Palm Springs, CA

July

14th-17th Elkhart Lake Road America
29th SCAMP Concours in the Park Clarkston, MI
31st-Aug 6th 56th Porsche Parade in Savannah, GA
31st Concours d'Elegance of America @ St Johns Plymouth, MI

September

1st-4th East Coast Holiday North Carolina
9th -11th Watkins Glen SVRA Vintage Races
9th -11th Frankenmuth Autofest
18th Drive Your 356 Day

November

OPEN

December

4th Holiday Party Canterbury Village

Rennsport Reunion IV Posters Available!

Our good friend Roy Lock has offered to purchase Rennsport IV posters for any Gruppe member that cannot attend this year's event. \$25 includes shipping.

I assured Roy that he will not be put under any undue pressure and that I would handle the distribution for him. Therefore, all funds must be collected before the event. I will collect your checks and send them to Roy so he knows how many to buy. He will then ship to me in one tube, and I will distribute them at Neil's 356 Restorations.

Please contact me via email at:

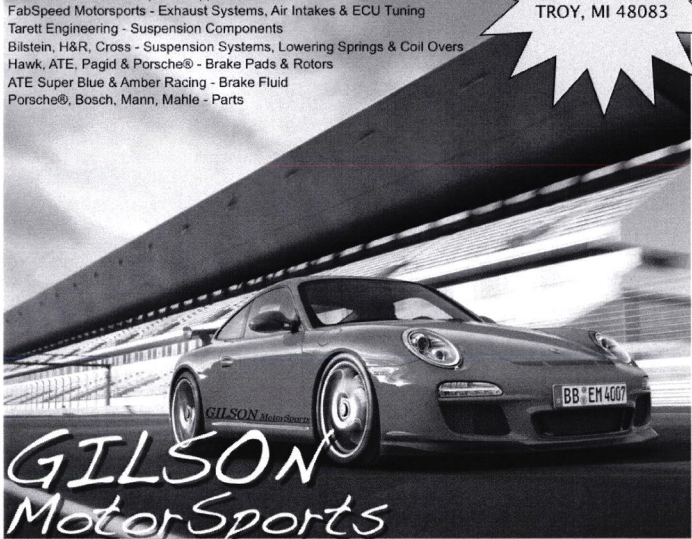
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Sebastian Gaeta



Some of Gilson MotorSports Suppliers:
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 Tarett Engineering - Suspension Components
 Bilstein, H&R, Cross - Suspension Systems, Lowering Springs & Coil Overs
 Hawk, ATE, Pagid & Porsche® - Brake Pads & Rotors
 ATE Super Blue & Amber Racing - Brake Fluid
 Porsche®, Bosch, Mann, Mahle - Parts

NEW LOCATION
 1208 E. MAPLE ROAD
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GILSON MotorSports

Independent PORSCHE® Service & Repair Facility
 Performance Modifications - Air Intakes - Exhaust Systems - ECU Tuning.
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 PORSCHE® OBD & CAN Software.
 Pre-Purchase Inspections
 FREE Tech Inspections for Track Events - FREE Brake Fluid Water Content Test (DOT4)
 PCA Discounts

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HARBOR SPRINGS CAR FESTIVAL

AUGUST 11, 2011

MORNING TOUR & LUNCH



Harbor Springs Car Festival
Thursday, August 11, 2011



Tour in the morning - Car Show in the evening

Sports cars, hot rods, vintage cars or trucks, new cars, old cars, any special car

Tour & Lunch

Tour Headquarters - Birchwood Inn
 9:00 AM Check-in - 10:00 AM Tour leaves

Paved roads - New route

Lunch at noon - \$20.00 per person

Call 800-530-9955 to register or
www.birchwoodinn.com

Car Show

Zorn Park - Downtown Harbor Springs
 5:30PM till dusk

Free for everyone including entrants.

Bring any car that is special to you
Sports cars, hot rods, vintage, trucks...
No pre-registration required

Sponsors

Shingle Roofing - Vacation Rental Management
 Harbor Springs IGA - Birchwood Inn
 Classic Instrument Inc. - Harbor Springs Visitor Bureau
 Harbor Springs Area Chamber of Commerce

The Harbor Springs Car Festival will begin with a two-hour driving tour. You will discover majestic views and interesting farms you never knew existed. This is not just for special vehicles so if you have a car you enjoy driving bring it. The route is totally different than last year. You and your co-pilots will have a fun morning in the country and all the roads will be paved.

The tour begins and ends at the Birchwood Inn, which is located on M 119 about 11/2 miles west of Harbor Springs. Cars will begin assembling at 9:00AM and the tour leaves at 10:00AM. Lunch will be served at noon at the Birchwood Inn.

Call 800-530-9955 to register. The cost is \$20.00 per person and pre-registration is appreciated.. For information and registration on-line go to www.birchwoodinn.com, Special Events, Car Festival. Car Show

The Festival continues into the evening with a car show that has something for everyone. Last year over 150 cars and trucks of all types were displayed. You will find several very nice restaurants close to the show, food vendors if you wish to eat in the park and Street Musique for your entertainment.

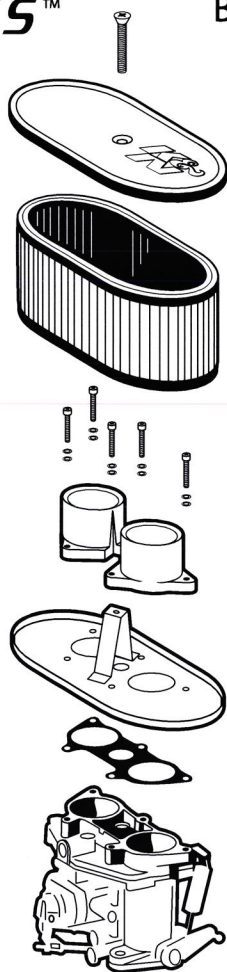
As in the past it will be held in Zorn Park located in downtown

Harbor Springs. Cars will begin to assemble at 5:30PM and it will last till dusk.

If you have a special car bring it and show it! All types of cars and trucks are welcome including but not limited to: old and new sports cars, vintage cars and trucks, hot rods, rat rods, race cars, custom cars, any car that is special to you. There is no charge to attend the show or display your car. No pre- registration is required.

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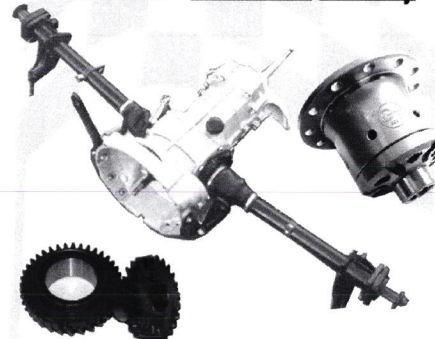
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6 VOLT LED THIRD BRAKE LIGHT

By Phil Planck

Editor's Note: This article was a long term project for Phil, and some information has become obsolete. "This info is good for a 16 LED light. Unfortunately, J.C. Whitney no longer carries this light and it cannot be found on the manufacturer's website. I found a 20 light unit by the same mfg on Ebay, but no 16 light units. Beware that resistor values may change with different number of LEDs. Certainly the bracket would be useful with any engine grill mounted light. I do have two of these units available (along with lots of resistors) if someone wants to do this project. But, the principle for modification would be similar for other multiple LED lights. I think at a minimum this article will spur interest in better rear lighting. And, anyone who really wants to try this can just post a question on the Registry forum and I'm sure there are enough electronic whizzes there that they could get guidance for their particular light."

This month, being that it is now driving weather here in northern Michigan (5 nice day as of May 23) we will put aside body repair and talk about a safety enhancement for you 356. This is a project I did quite some time ago for our 55 coupe, but recently duplicated it for Foam Car. John Chatley helped me clean up the pictures and add references. Thanks John. You are going to need some small 75 ohm resistors (I have a bunch available) and a small soldering iron (those new battery operated ones work great) if you decide to do this. Ever since I was nearly rear ended due to tailgaters not being able to see my beehive brake-lights against the background of my red 356, I had been thinking about this improvement. One improvement might be to change the red background and paint the car white. However, my paint job is only about 40 years old and still has a few more years left in it. I have seen several third brake-light solutions but had been intrigued by the use of LED's or light emitting diodes for chmsls on new vehicles. Chmsl is an acronym for center high mounted stop light. While perusing the latest JC Whitney catalog to order parts to repair my daughter's car I noticed they carried several versions of LED chmsls. I added one to my order (part no. SF124336P, order 2 for twin grill, if you want one in each grille) from JC Whitney and was surprised by what I received. This model had 16 LED's in a plastic housing that was supposed to be weatherproof. Well, v the unit was hardly weatherproof by OEM standards. It was made in Taiwan and was held together by 2 screws. This made disassembly very simple, which is another good hint that it wouldn't meet OEM standards. The LED unit was on a printed circuit board. To remove the circuit board, slide the red plastic lens outward until the bottom is flush with the black plastic housing (see Figure 3). You should be able to lift the circuit board out of the housing now. LEDs require about 1.4 volts so they had 4 LEDs in series with a 150ohm resistor. I'm not an electronics whiz, but was told by a friend that the resistor is required to prevent input voltage fluctuations from zapping the diodes. That's why you could not hook up 6 in series to use 12 volts. I'm not sure why you could not put 5 in series, but with a total of 16 LEDs this would have left a remainder of 1 when dividing 16 by 5. Anyway, my mission was to convert this gizzmo to 6 volts. My consultant said that I would have to alter the circuit and run 2 LEDs in series with a 75ohm resistor. The next section will describe how I did this. If your car has been converted to 12 volts you can skip this section and miss the satisfactions and frustrations after about 3 hours of scrapping and soldering on a teeny, teeny printed circuit board.

MODIFYING THE PRINTED CIRCUIT BOARD

If you don't know how to solder electrical components, this might be a good time to learn. It's not that hard. You can also give this article to a solder savvy friend or local electronics shop for the modifications.

Figure 1 shows the original and final layout of the circuit board. If you are familiar with wiring harness diagrams you should be able to eventually understand Figure 1. Notice that in the top picture of the unmodified unit there are 32 circles running in a row across the back of the circuit board. These 32 circles represent the 16 pairs of wire leads

coming out of the LEDs on the other side of the circuit board. On the actual circuit board these will be little piles of solder that look like miniature silver cow pies. Position the board so that the black ground wire is on the right. This will match the schematic in Figure 1. The long horizontal strip with a few offsets that runs clear across the bottom of the circuit board is the electrical ground. This has the black wire soldered to it that would hook up to the negative or ground terminal of your 356's battery or any other convenient and reliable ground location on the car. I used the ground screw on the voltage regulator. Notice that both the top (+) and bottom (-) horizontal strips have 4 short vertical legs protruding from them. Including these legs, and between them, are 4 pairs of solder pies running horizontally. These 8 circles represent the 4 diodes that are connected in series to suck up 12 volts, along with a resistor of course. The resistors are the 2 vertically aligned solder pies. There are actually 4 sets of independent circuits on this circuit board. If a component blows in one circuit the other 3 circuits will still work so you would still have 12 LEDs operational in 12 volt mode. Your task is to revise this circuitry to work on 6 volts which will end up looking something like the bottom picture in Figure 1. To do this, you will need to buy: the light assembly referenced above containing the circuit board, eight 75ohm ¼ watt resistors for each light, an electronic type soldering iron (25-30 watt) and some electrical solder. In addition, something to act as a 3rd hand (friend, small vise, or clamp), a small pair of wire cutters, needle nose pliers, an ohmmeter and a small pocket-knife will be needed. I could not find the resistors locally, so ordered them from an electronic supply outfit. The 4 parallel sets of 4 LEDs and a 150ohm resistor will be changed to 8 sets of 2 LEDs and a 75ohm resistor. The bottom picture in Figure 1 shows the revised schematic.

Now comes the fun part, the 7 step process. Good manual dexterity with small parts is helpful here.

Step 1 (See Step 1 - 5 Picture) Remove the four 150 ohm resistors by heating their cow pies until each wire pulls out. I used a small nail (brad) to hook into the resistor wire to put tension on it while heating each soldered connection.

Step 2 Form one end of a four new 75 ohm resistor wires to match the shape of the one removed. Do not cut any wire off yet. With the circuit board held by a 3rd hand (see Step 2 picture), heat the resistor connections to insert the new wires where the old ones were. Once the new resistors are seated in between the diodes, add a small amount of solder to re-connect. Don't



Figure 3

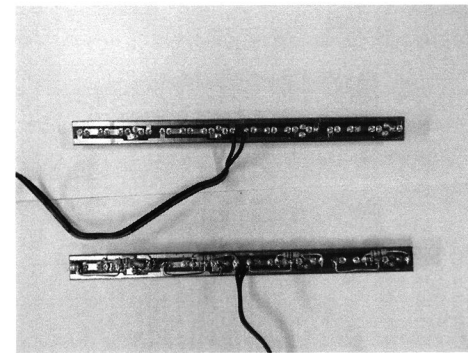
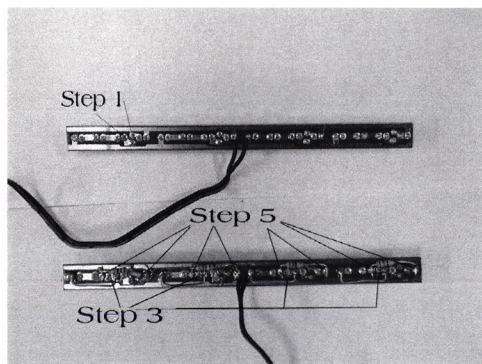
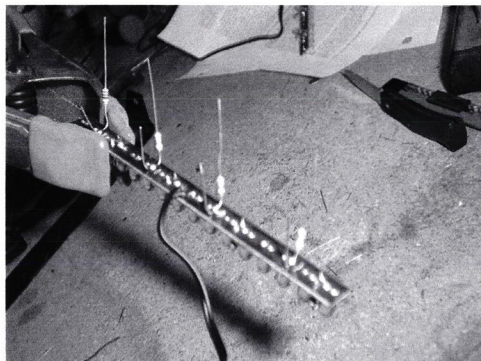


Figure 1



Step 1-5



Step 2



Figure 2

other end of each resistor to the "pie" on the nearest leg coming down from the top strip. I shaped the second wire after soldering the first. Snip off the excess wire.

Step 6 (See Step 6 Picture) Take the four long wires saved from Step 2 and put a short right angle bend in each end as shown in the picture. Use needle nose pliers to do this. Solder one end to each "pie" just to the right of the the cuts made in Step 3. Solder the other end to the upward leg to the left of each cut.

Step 7 Use your ohmmeter to make sure that you did not solder adjacent "pies" together. If you find that you did, try angling the circuit board downward and heat the bottom "pie" slightly while using a small razor blade to separate the joints. Also, double check that each resistor reads 75 ohms, as too much heat from soldering may damage it. Now, connect the black lead to the negative terminal of a 6 volt battery and the black and gray lead to the positive terminal. All 16 LEDs should light up.

You are done except for re-assembly, which is the reverse of how you took the light apart. I used a small amount of silicone sealer when I reassembled mine, to help keep out dirt and moisture.

MAKING AND MOUNTING THE BRACKET

If you have a twin grille 356, do everything here twice. Using the

go overboard with the solder, or you will create some new circuits that you don't want. Now you can snip off the excess wire, but make sure you save the longer piece for Step 6.

Step 3 Using a small knife, cut through the copper strip at the four locations shown in Fig.2. Use an ohmmeter to make sure it is cut, by putting the test lead on each side. I used the knife as a small chisel and scraped across and sliced a little until the copper strip was cut.

Step 4 Add a dab of extra solder at each diode "pie" on each side of the four cuts made in Step 3. Add a dab of solder to each of the "pies" at the end of the upward and downward legs coming off of the top and bottom strips. Have I lost you yet?

Step 5 Shape four resistors as shown in the picture by using the small nail. Solder one end of a shaped resistor to each of the "pies" on the left side of each cut. Solder the

drawing in Figure 4, fabricate an aluminum or steel bracket to mount the 3rd light on. I used some of the double-sided tape for mounting mirrors, available at hardware stores to mount the 3rd light to the bracket. I painted the bracket black and blacked out the white edge of the tape (see Figure 5).

Now, remove the two sheet metal screws holding the top of your engine grille to the lid. With the screws out, fish the light assembly up in there. This is much easier to do on the single grille lid. Locate the bracket flanges on the outside of the opening. On my PreA, I just reversed the screws to attach the bracket flanges. So, instead of the screw heads showing in the grille, the screw threads show.

A prettier way would be to replace

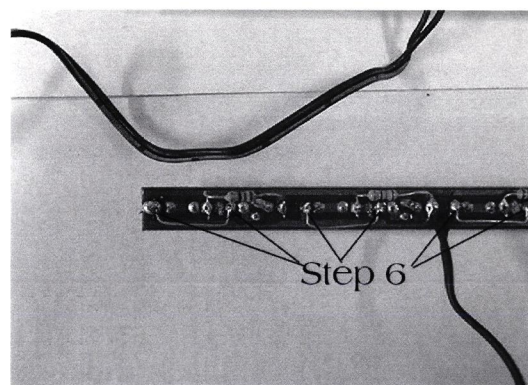
the sheet metal screws with small bolts whose heads look like the sheet metal screws removed. Then a nut and washer can clamp the bracket flange in place on the other side.

Before tightening the two bolts, have a friend park behind your 356 in a common road vehicle (SUV, mini-van, Pick-up truck) and "aim" the 3rd light for maximum visibility.

HOOKING UP POWER

I attached an electrical connector to the wires coming from the 3rd brake light so I could unplug it and remove it easily. Then, I ran the ground wire (black) to the ground screw on the voltage regulator. I tapped into the brake light wire where it runs under the side of the engine opening, but if you don't want to modify the wiring harness, you could run a wire through the tunnel to the brake light switch, or use the spare wire on T6 cars that runs fore aft, hooking the fore end to the brake light switch. The last thing I did was use a plastic tie to locate the wire behind the fan shroud (fuel line on PreA).

I also installed a mechanical brake light switch that operates off of the brake pedal, but that is another article.



Step 6

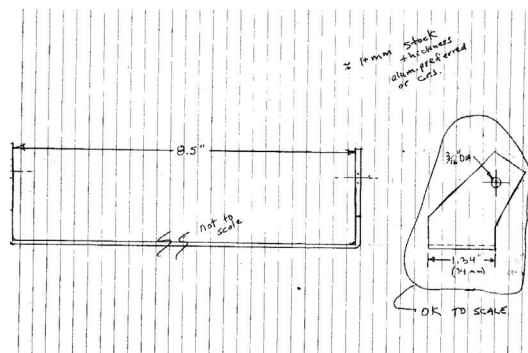


Figure 4

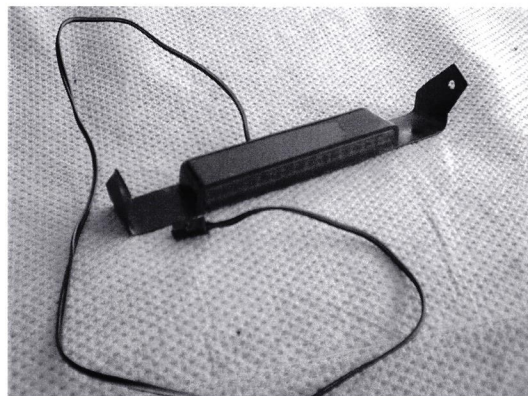


Figure 5



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Financial: Barbara Skirmants: Note dues raised from \$20 to \$25. Dave Preston will make calls to collect ad revenues. Will transition to pay in advance, rather than after published dates for advertisers.

Auspuff Roar: Sebastian Gaeta: Will order the trophy when ready. Had an issue with the staples cutting through the pages and coming loose.

Membership: Barbara Skirmants: Have 99 paid members. Will mail post card to past due members.

Shades of Pink Zoo Walk April 16: Had about 15 MCG members walk.

Spring Tour May 14-15: Dave Preston and Dick Beecher: An overnight event to the Gilmore Collection and the Kalamazoo Air Museum is all set. 8 of the 10 rooms have been reserved. Will drive in 2 groups.

Summer Picnic Aug 7: Hosted at Vic & Barbara Skirmants, tent to be rented, catered meal prepared by Mark Turpac, with guest bringing a passing dish and drinks. Note date change to accommodate our hosts.

Fall Color Tour Oct 1-2: David Peterson and Barbara Skirmants will arrange an overnight trip to Myron Glenmore Concour in Akron, OH.

2011 Driving Contest: Dave Preston will be keep records and start in May.

Meeting adjourned @ 1 PM

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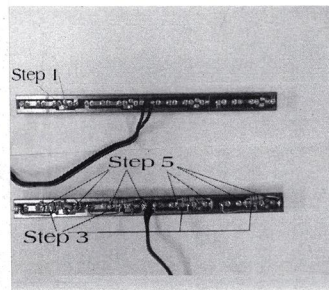


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