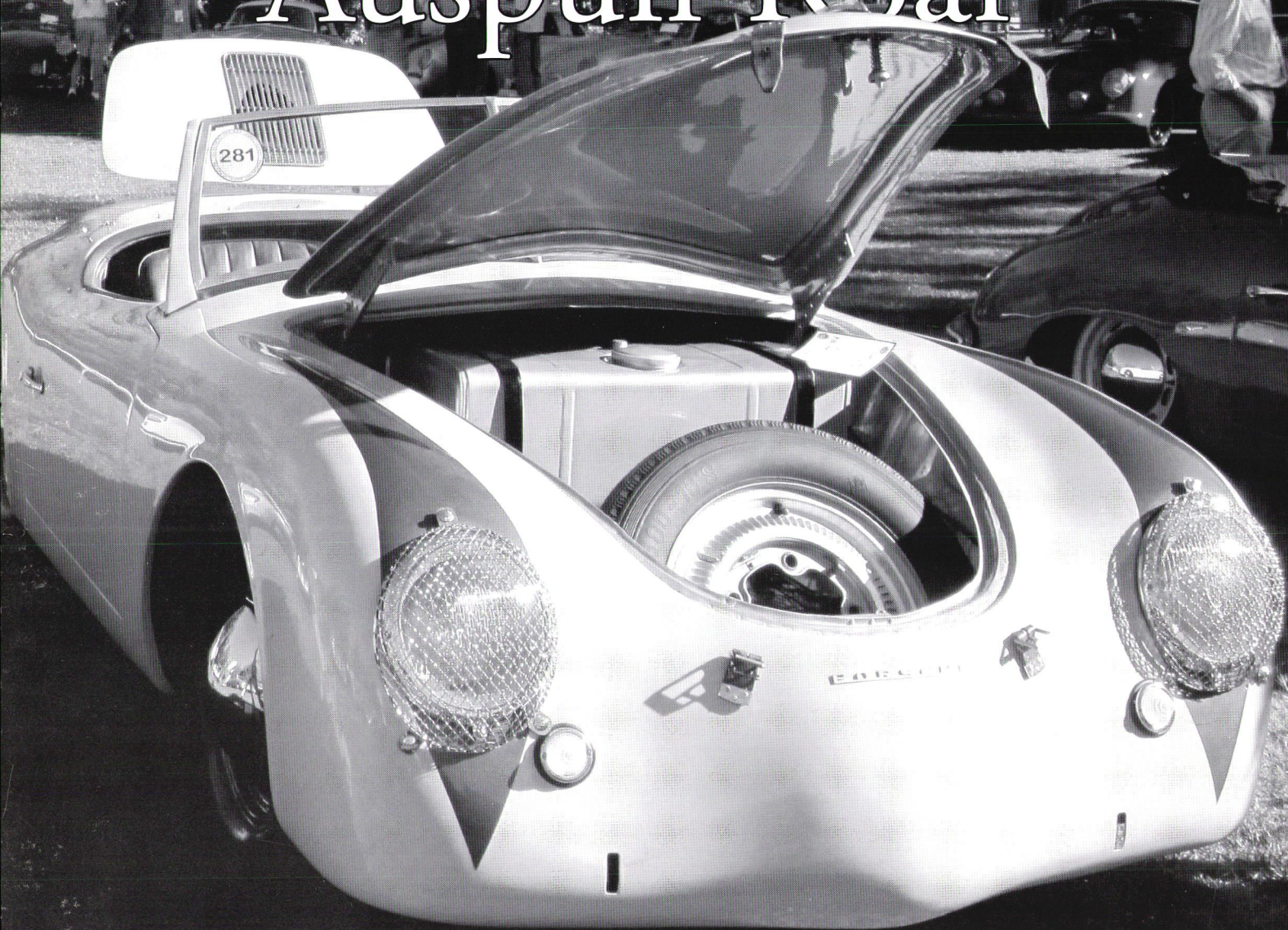


Auspuff Roar



Celebrating 30 Years of the
Motor Cities Gruppe
1980-2010

On The Cover

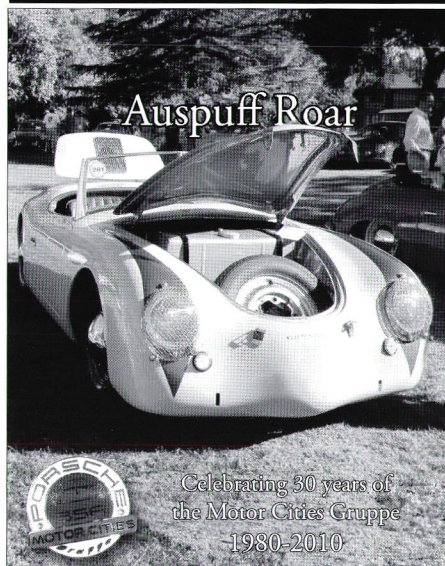


Photo of Ron Roland's America Roadster at the Sedona Holiday concours by Dick and Shirley Gobba

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.

Advertising rates per issue are as follows:

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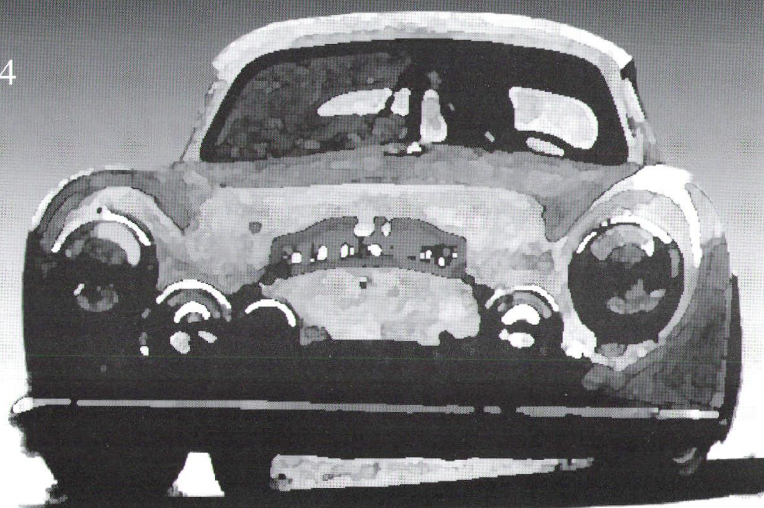
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President's Letter

Here we are in 2010 and you have just received your "Year End 2009" *Auspuff Roar*! We are a bit like the auto companies around here in that we kind of shut down in December and really get going at the first of the year!

This marks the end of my two year term as President of the Gruppe and I will not be running again. Was there a coup or a big shakeup in the hierarchy of the club? Nope. I am just switching jobs. Serving as the Gruppe's President has meant so much to me I am humbled just to be a part of it all. After three years off, however, I have once again taken over the duties as Editor of the *Auspuff Roar*. Loaded with a new computer and some real publishing software, I am really looking forward to getting back into it. This issue is my first one back and I am still learning the software, but I hope you enjoy what I have done so far. I really want to thank previous Editors/publishers Dick Beecher, Dan Christie and most recently, my good friend David Preston who over the last three years worked very hard and gave me a great vacation! Special thanks goes to Kathi O at PrintMasters for her terrific layout work over the last year and especially for so graciously helping me during this transition.

As far as the officers of the club, shortly after you receive this we will hold our first board meeting of the year to elect new officers. I know who I will be nominating for President and, if the rest of the board agrees, watch out for some terrific enthusiasm to lead us into the future.

The new board that will be appointing the new officers was elected in December. Three open positions were filled by Lanita Dunham, Tom Hudson, and me, an incumbent. The new 2010 Board of Trustees will now consist of: Dave Preston, Barbara Skirmants, Lanita Dunham, Tom Hudson, and Sebastian Gaeta. Once again, it is an experienced board with a great deal of enthusiasm and a special place in their hearts for our Gruppe.

We thank Dick Beecher and Ted Dunham for their service as trustees these past two years and for their outstanding

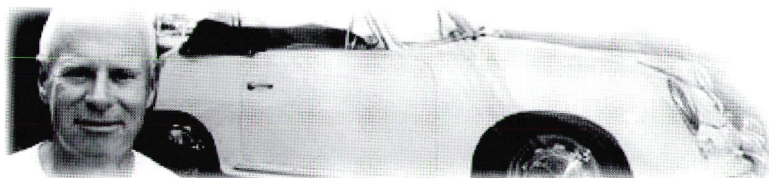
service to the Gruppe over the last two-plus decades. Both are long time members and have served many years on the board and both have served as Gruppe President. That is a lot of experience to be losing, but they are both only a phone call away. Plus, with Lanita serving as a new board member, we kind of get to double dip their ideas and enthusiasm.

2010 marks the 30th anniversary of the Gruppe and you will see commemorative designations on each cover of the AR this year. We will also be including "Years Ago in the Gruppe" articles throughout the year. Also, we have tentatively set a mid to early July timeframe for the 30 year celebration. This will be kind of a "Super Picnic" held in a historic district with 356 parking by a river and auto and firetruck museums in walking distance. There will be a sitdown meal in one of the museums along with other activities. We should have things squared away by the next issue, so look for info then.

More big news, at least to me. Inge Baumgartner has given to me a copy of Gottfried's entire photo library. She has granted me permission to use the images as I wish, which means Gottfried's legacy will live on in images in future issues of the *Auspuff Roar*. Many of you have asked that if I ever were to come into possession of his work, would I be able to give you copies of photographs of you and your cars. The answer is yes, but first in line will be John and Dennis Denyer as they were the first to inquire and have checked in with me regarding this on a fairly regular basis. John and Dennis, look for a CD this Winter! Anyone else that is interested can contact me at spg356@sbcglobal.net so I can begin organizing this big task. Please be patient as there are thousands of images to go through, but I will get it done.

That is it for now, thanks to all for your support in my term as President, and believe me, bigger things are yet to come.

Sebastian



Editor's Letter

Time flies. This is my last column as your Editor of the *Auspuff Roar*. I took over from Dick Beecher two years ago – where has the time gone? It's been a great experience, but its time for a change. After a three year hiatus, Sebastian is jumping back in as our new Editor - or should I say, he's coming out of retirement!

He is actually publishing this year end issue. We all know the high quality of his work and, even more importantly, we know we'll get great content. We all want the *Auspuff Roar* to be fun and something for the members to look forward to. We want it to be something more than just a calendar of events and some ads. So it's a good thing to change Editors from time to time, so the creativity and new ideas continue to flow. It's been a great privilege being Editor, and I have learned a lot more about our cars and my relationships have grown with many of the members and that is a wonderful benefit for me personally. I want to thank all of you that have been so helpful to me with articles and pictures.

The *Auspuff Roar* can't be the sole result of the Editor – there has to be contributions from all of us as members, and that's why I am so grateful to all of you that have helped me. I am not disappearing though, as I still have a year to serve as a Trustee. So if I can be of any help to any of you, please let me know. Thanks again everyone.

Dave Preston

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2009 MCG DRIVING CONTEST FINAL RESULTS

Listed below are the final standings of the 2009 356 MCG Driving Contest. Certainly Doc Block and Freda blew everyone away with their impressive 6000+ mile performance! Big time congratulations! Congratulations also go to the Hallandal and Skirmants teams for finishing 2nd and 3rd. We had a lot of people bunched up at the +2000 mile category, so all and all it was very competitive. Thanks for participating.

First Prize was a \$300.00 gift certificate very generously donated by Bruce Schwartz of Stoddard Parts (Doc & Freda)

Second prize was two years of MCG dues and attendance for two to next years Holiday Party (Hallandal)

Third prize was a \$100.00 gift certificate to McCormick & Schmicks Seafood restaurant (Skirmants) It was a lot of fun this year and we look forward to having even more participation next year.

Dave Preston

Final Standings	Driver / Entrant	356 Vehicle	Vin	2009 Beginning Odometer Reading	2009 Year End Odometer Reading	Net Miles Driven for 2009
1	Doc & Freda Block	65 C Cab	161564	227,349	237,165	6,101
	Bill & Shirley Hallandal	61 Roadster	89428	71,485	72,717	1,232
	Bill & Shirley Hallandal	61 Coupe	116432	1,402	3,190	1,788
2	Total:					3,020
3	Vic & Barbara Skirmants	65 C Coupe	222184	61,888	64,881	2,993
4	John & Carole McConnell	63 B Coupe	213045	28,147	30,956	2,809
5	Sebastian & Narmeen Gaeta	64 Cab	159286	44,090	46,410	2,320
6	Harry & Mary Kurrie	64 SC Coupe	215745	127,801	130,074	2,273
7	Dick & Diane Beecher	64 C Coupe	129947	9,715	11,870	2,155
8	Dave & Mary Preston	65 C Cab	161047	29,732	31,650	1,918
9	Dave & Barbara Peterson	59 Cab	151063	69,254	70,852	1,598
10	Charlie & Joyce Brown III	64 C Coupe	218381	143,620	144,665	1,045
11	Dave & Diane Burton	61 Roadster	88969	19,763	20,084	321
12	John & Carroll Thomson	61 B Coupe	200605	40,044	40,265	221
	Ted & Lanita Dunham	58 A Coupe	103607	16,160		TBD
	Richard King	65 C Cab	161636	70,776		TBD

FOUR SPEEDS AND DRUM BRAKES

BY TOM TATE PHOTOS BY TOM TATE AND DICK & SHIRLEY GOBBA

I've been to a few East Coast Holidays over the years but never one on the West Coast. They are like a PCA Parade but for just 356's. We even had one at Jiminy Peak in the Berkshires back in the '70's. This year the club picked Sedona, AZ just north of Phoenix. Since my son, Rob, and his family are in Goodyear AZ just outside of Phoenix it seemed like a great time to visit a West Coast Holiday. I would also get some credit for visiting the grandchildren since they added another boy to the family (now up to four) just this summer and named him after me.

You tend to feel like a poor relative if you show up without a car, so I looked around during the summer for a good driver that we could sell later. I came across a '65 356C in San Francisco that, while not the correct color, was a good solid runner and had the correct engine in it. I was also attracted to an aftermarket steering wheel that was in the car. I have bought cars for a lot of reasons and some are related to what's included in the deal. I bought one once just to get the chrome luggage rack that was on it. The car's gone but I still have the rack.

This car had a Les Leston wood steering wheel on it and I had just sold one of those for a bundle so I figured that at the very least I could replace it with a stock one (I had three in the garage), sell the wheel and lower my cost by a couple of grand. Les Leston was a Brit who made accessories for sports cars back in the day and many of his parts have become very coveted by collectors. While most were made for British cars, there are a few items that fit our tubs.

The car was shipped to Rob and he set about with his boys cleaning and polishing and fixing a few items. The taillights had been installed upside-down and needed to be swapped from one side to the other. He gave the kids Porsche rides around the neighborhood and proclaimed the car fit for travel.

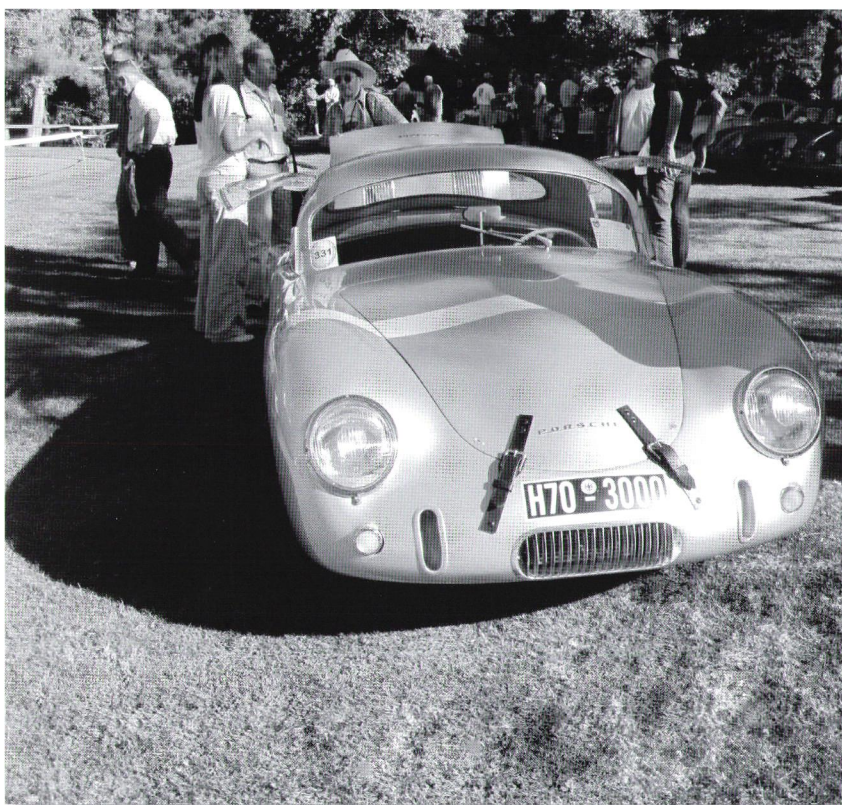
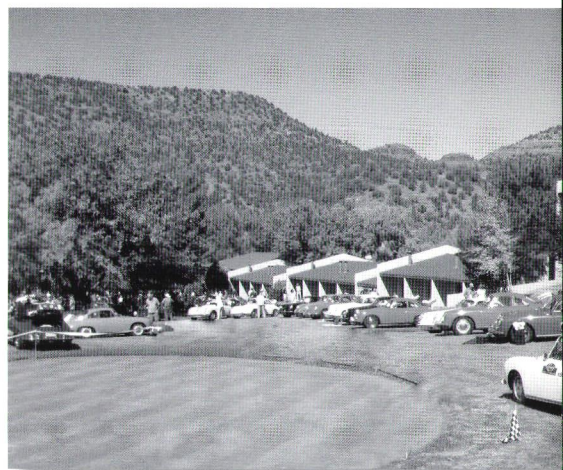
When I arrived a day before the Holiday event we discovered that there was a carburetor gas leak that needed to be resolved before the two hour ride up to Sedona. How long could that take? I looked into the problem to discover that the cover plate for the jets was leaking and I figured that it needed a new rubber gasket. While I didn't have a rebuild kit with me I had been down that road

before. The gasket needed is actually like a large o-ring and most well equipped hardware stores have a great selection. And they're cheap. I decided to solve that problem the next day so I shut off the gas and went inside to be treated to salmon on the grill.

Somewhere around 4 am I was awakened by the strong smell of gasoline. The room that I was in (Rob says my name is on the door) was alongside the patio where the 356 was parked and I had left the window open. When I looked out I could see a large stain coming out from under the car that wasn't there when I went to bed. I closed the window and ran outside in my pajamas to take a look. As best I can figure when I moved the gas shut off valve, which probably hadn't been moved in years, I put just enough force on it to cause a leak. Not a big leak but after eight hours it looked like submarine went down on the spot. I

turned the valve back to the on position and the dripping stopped. I figured that as long as I didn't touch it the problem wouldn't reappear and I was correct.

When the sun finally came up (10 am Boston time), I was off to the local Ace Hardware store for parts. It took me a while to find the store and then a while to get the right size o-ring but I was at the cash register in short order. It was while I was standing in line looking at the cover plate making sure that the o-ring would fit that I spotted a crack in the plate itself. These parts are castings and when subjected to too much force will crack



not bend. Someone had bolted the cover place down too tight and cracked it. No gasket was going to solve my problem.

Back to the house and on the phone to find a carburetor part for a 44 year old car. Rob knew a shop that worked on old Porsches might be able to help. I called and sure enough, he had a couple of Zenith carbs and the cover plates were in good shape. Lunch would have to wait as we made a 40 minute run over to get the part. We were so pleased with our find that we stopped at a campus pub at the University of Arizona for food before returning home. That took 1 ½ hours but the food and view was worth it.

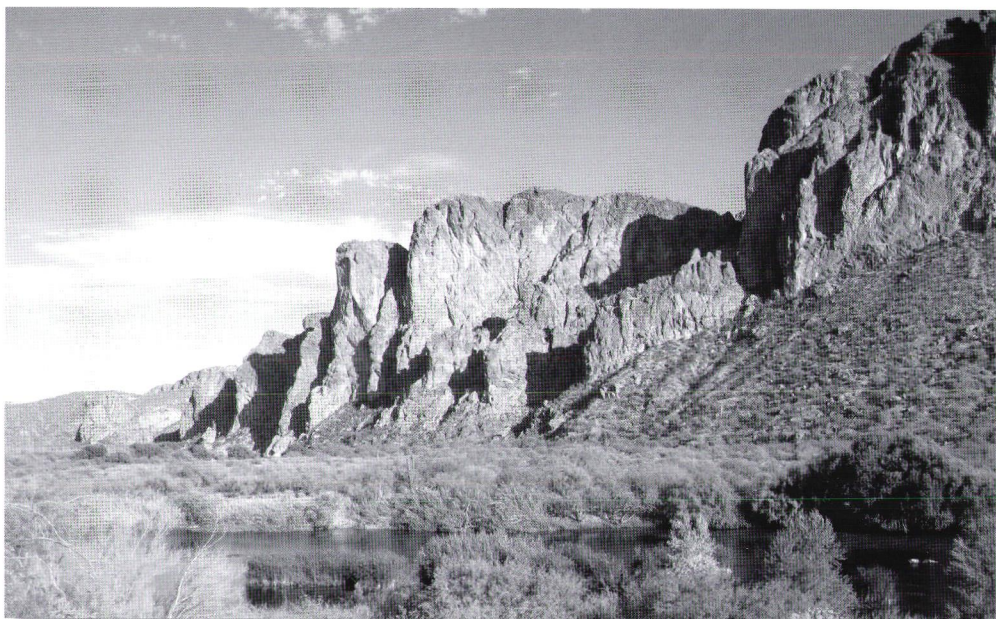
As I attempted to reassemble the carb it became apparent that the cover plate was not going to tighten down correctly. Looking closely at the retaining bolt I could see pieces of casting stuck in the threads and knew that the hole was stripping. I figured that a ¼ longer bolt would give me a better grip on the remaining threads so it was back to the friendly hardware store to get a longer bolt.

They had 6mm and 8mm bolts but not the 7mm I needed but the fellow behind the counter gave me the name and number for a local supply company that could help. Rob made the run to the fastener company and came back with a couple of candidates but neither seemed to work. That's it, time to remove the carburetor and find out what's going on. My fears were realized when I found the threads stripped out on the carb body making it worthless. Another phone call to the Porsche shop, another 40 minute ride, this day was disappearing fast.

Swapping the body of the unit required a gasket kit that we didn't have so the decision was made to throw all the parts in a bag and drive up to Sedona. Rob's BMW 540 was gassed up and waiting for a high speed run. We could get registered, have some dinner, and look around for the parts we needed. There was a swap meet scheduled for Sunday morning and there was a chance that someone might have a gasket kit or even a working carb in their trunk.

We left later than expected and by the time we arrived registration was closed and even the bar was quiet. Maybe these guys are older than we thought. We did get a good meal but the ride up in the dark hid the scenery from view.

We hit the Registry desk early to find that one of our sponsors was a company in Sedona called Carburetor Rescue who specialized in 356 parts. Just the fellow we needed. In fact he had a set of like new Zeniths for our car sitting in his truck in the parking lot. We were the new owners and in 15 minutes Rob and I were in the BMW heading south for the 2 hour ride back to Goodyear and the stricken tub. The early morning run back to Phoenix was spectacular. It's pretty much all downhill since Sedona is at 4500 feet and it was actually tough to keep the BMW 540 anywhere near the 75 mph speed limit.



It took less than a half hour to remove the remaining carb and install the pair of new ones. A twist of the key and it was purring like a kitten. That car never ran so well since it was built. I went back out the door and north to Sedona before the coffee I'd poured when I arrived had a chance to get cold.

The little blue coupe pulled smooth up those long uphill grades and kept up with traffic just fine. Even at what was now 90 degrees the temperature gauge stayed in the green. I was back at the Radisson just after 1 pm and had a burger with my friend Vic Skirmants while I told him the tale of the carbs. He seemed amused by my starts and stops on the problem but as he said, all's well that ends well.

The following day was the Concourse done on the golf course adjacent to the hotel. There were 143 cars on the fairways grouped by A, B, C model and a section for Outlaws. Since everyone was allowed to display their cars some rather worn examples were parked next to the trailer queens. I should mention, as a tribute to the group, that I only saw 4 or 5 cars that were rolled out of trailers. I was standing next to the entrance to the lawn and after watching a couple of cars go by with a dent here, a scrape there, and few bug spots, I decided that my new ride deserved a place in the show.

It started up easily and found a shady spot under a tree and seemed to really shine next to all those polished up show cars. I am always amazed at how easily these cars can be repaired and how appreciative they are afterward. We didn't win a prize and didn't expect to but I have to believe that this old Porsche had received its own reward just being back with friends. ◀



A Note of Thanks to our Advertisers

The 356 Motor Cities Gruppe wants to take this opportunity to thank all of our sponsors who regularly run advertisements in the Auspuff Roar. Not only do these companies support our Club, they also provide the opportunity for our members to be aware of, and to take advantage of, the great services that they provide.

Our appreciation goes to: Munk's Motors, Stuart Tool, Bill Demeter, 4 R Kustoms, Gilson Motor Sports, Stoddard Parts, Gas Pump Creations, LLC and 356 Enterprises, LLC. Your support each year makes a big difference in our ability to publish our newsletter.

We want to serve needs of our advertisers as well and would like to start out 2010 with a reminder of our guidelines for your advertisements.

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Nothing else has changed, the rates this year are the same as in past years. You will be billed at the end of the year for however many times we ran your ads that year.

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Here are upcoming cutoff dates for our 2010 publications. Please submit any new ads by these dates, or we will use the existing ad that we have:

- January 20th for February/March 2010 issue
- March 11th for April/May 2010 issue
- May 12th for June/July 2010 issue
- July 14th for August/September 2010 issue
- September 13th for October/November 2010 issue
- December 1st for the 2010 Year End issue

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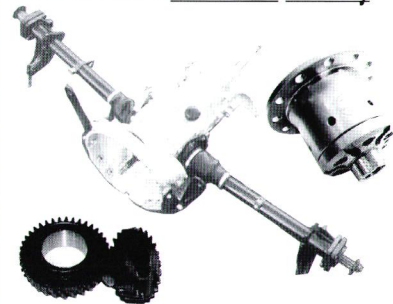
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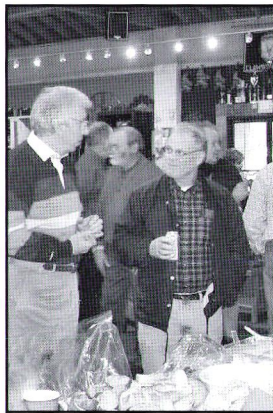
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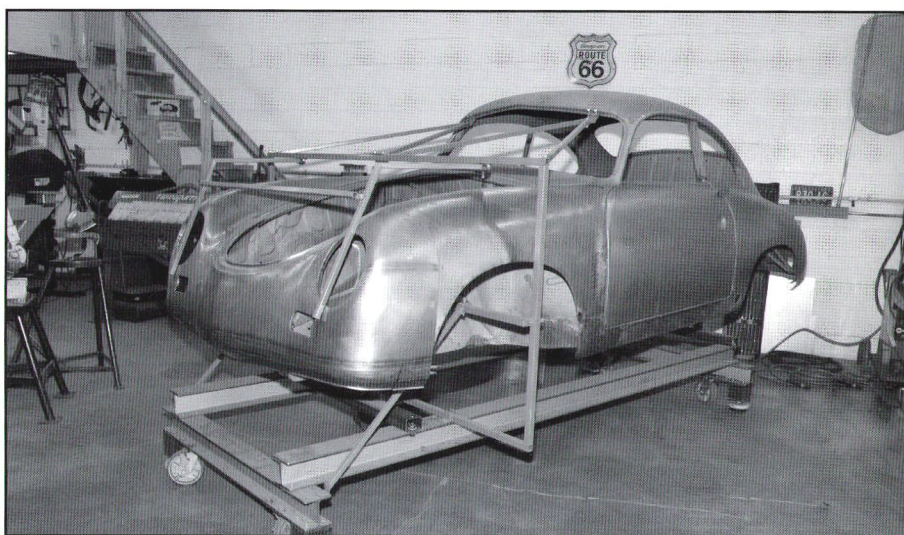
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SO CAL HEAVEN

STORY AND PHOTOS BY ROY LOCK



Southern California (SoCal) is a very small chunk of land in the state of California. It never ceases to amaze me how much car oriented activity there is. When I retired 5 years ago, I took stock of my activities that would take a portion of my daily life. I did not think cars/gearhead fun would amount to much. Boy was I wrong. Every week, I end up doing something car-related that any other person would relive the rest of the year. Last week, it was the L.A. Auto show and attending the world premier of the Boxster Spyder. Next week is the Jack Staggs 356th Day celebration. Here is the story of this week.

This week, it was cold and dreary. It actually rained here! So, my activities were confined to indoors. I investigated a shop for potential a 356 Club tech session. Thanks to DeWayne Ichirui, I got a lead for a body shop which performed premier body work. Steve had advertised in the 356 Club magazine. I called Steve Hogue and arranged to see the shop. His shop is in a nondescript industrial section of Torrance. In his shop were examples of every era of automotive history. Steve had pre-war classic carriage, muscle, hot rods, and of course, Porsche 356's under construction or restoration. Steve specializes in steel and aluminum metalwork. It was obvious that he did it very well. A quick assessment of the shop confirmed my decision to make this a stop for a tech session. I talked to Steve about it and we came to an agreement to do it in the Fall of 2010

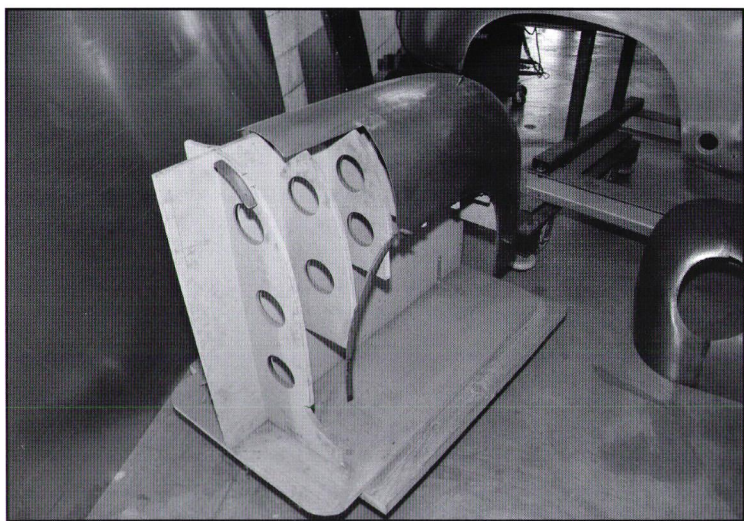
Here is one in his shop getting a new nose. The sheets of steel on the left of this picture are what Steve starts with. The skill and craftsmanship show.



“Steve explained to me that he is strictly a metal work shop”

Steve explained to me that he is strictly a metal work shop, he does not do paint or anything else. Steve manages to keep a full slate and the shop space is at a premium. Pending work is sitting in the rafters waiting its turn.

Steve is in the process of cloning Glockler Spyder #2. He has drawn the plans and has started the jig to tool the body. The clones will be made with proper steel chassis and aluminum body panels. By the time we have our tech session; the project will be well under way. Only in Southern California. Is there enough time to experience everything? I'm glad I retired. I can cram more experiences into my wonderful car oriented Porsche lifestyle in SoCal. ◀



Right front fender under construction. This is a scratch made panel on a custom body buck.



This is a project Steve's crew has just started. It was obvious to us that having Steve Hogue's shop on the calendar would be beneficial to all Porsche enthusiasts.

Gruppe Member 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:

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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

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2009 Holiday Party

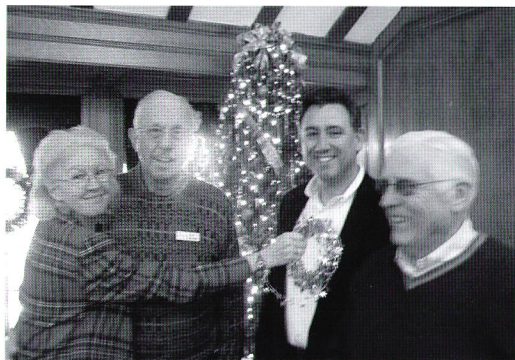
356 Motor Cities Gruppe

Story and Photos by Dave Preston

Once again, Dennis, & Sue Denyer, and Dick & Barbara McLaughlin blessed us all with another great Holiday Party – it's just a shame they couldn't have been there! They certainly had a good reason - Sue & Dennis's daughter

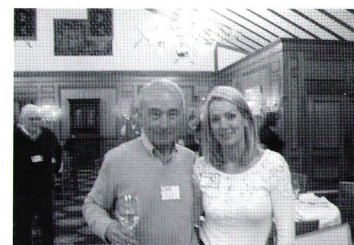
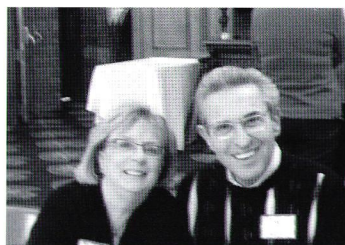
was married the day before our Holiday Party, so the Denyers had a few things going on as a family! But all of the wedding planning didn't stop them from taking the time to put together another great Holiday Party for all of us and we are all very grateful.

Also, the Skirmants stepped in, as always, and really helped with organization, table decorations, and the deserts which were outstanding.



The Board arrived early to help get everything set up, and the very capable staff of Canterbury Village had everything under control. Many said that the food this year was the very best.

We all had a lot of fun while Sebastian ran the auction and we enjoyed the spirited bidding.

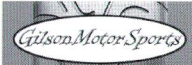


We want to thank everyone who donated auction items for the Holiday Party. Some very noteworthy donations were made by:

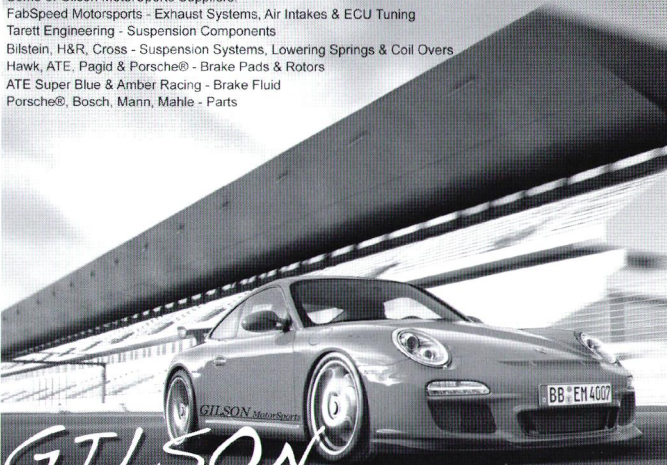
- 356 Enterprises - Vic and Barbara Skirmants – many donations!
- Myron Vernis - goodies from the Glenmoor Gathering
- Europa Macchina - Dennis Frick - the Cab Top Trim piece
- Dr. Jeff Topf - a generous contribution
- Gilson Motor Sports - Michael & Suzanne Gilson - a generous contribution
- Very special thanks goes out to Bruce Schwartz from Stoddard Vintage Parts for attending and bringing special goodies, and donating the \$300.00 gift certificate for 1st place in the 2009 mileage contest.

As many of you know, this auction is our largest fund raiser all year, and it goes a long way toward creating our operating cash of the upcoming year. We thank all of the many contributors and winning bidders for your generous contributions, your bids and most of all for being there. A special thanks must be made to the companies, many of whom are our advertisers, who were so extremely generous in their contributions.

Thanks again, Dennis, Sue, Barbara, Dick, Vic and Barbara for another great party. ◀



Some of Gilson MotorSports Suppliers:
 FabSpeed Motorsports - Exhaust Systems, Air Intakes & ECU Tuning
 Tarett Engineering - Suspension Components
 Bilstein, H&R, Cross - Suspension Systems, Lowering Springs & Coil Overs
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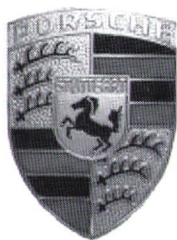
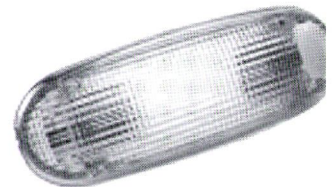
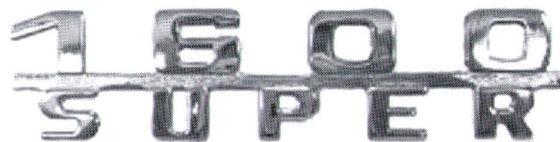
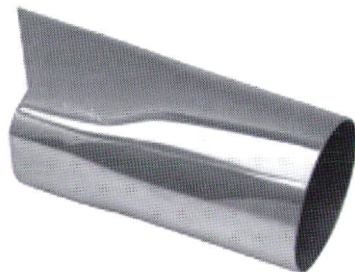
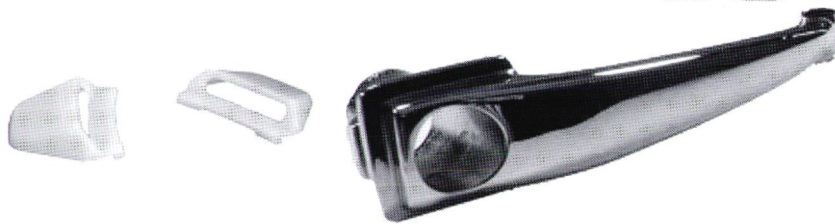
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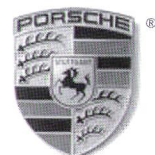
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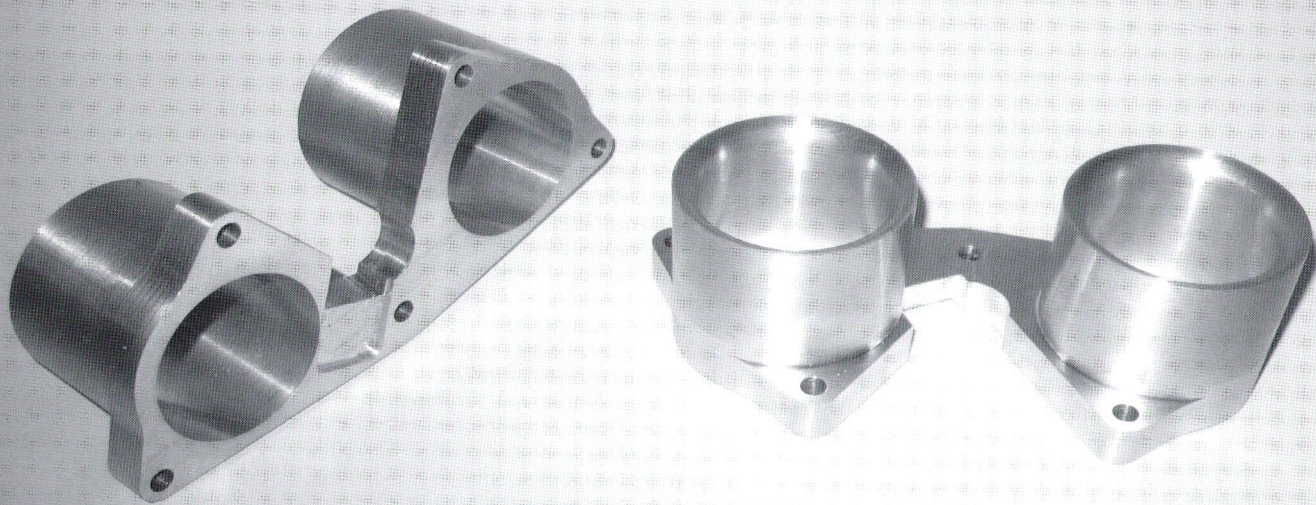
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United States
Phone: (800) 342-1414
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www.stoddard.com



PORSCHE

Solstacks



A New Product For 356/912 Solex Carburetors from Gruppe member Keith Blake

In 1973 I purchased my first Porsche 356 and since then I have been quite interested in different devices that enhance its power. I have always paid particular attention to the keeping the car in basic tune (spark plugs, timing, valve and carburetor adjustment). One device that always piqued my interest was velocity stacks. I liked the fact that they would bolt on/off and make the engine look neat and sound cool. The negative for me always was that they were costly and either had undersized air filters or no air filtration at all.

Over that past few years I experimented with stacks that I purchased from 356 Enterprises (4.5" high) and found that they did increase low end torque, but made the engine lose power on the high end. After talking to Vic, I changed the main jets to 125 and air correction jets to 165. This modification did help on the track, but the car was a little too high strung for the street. Recently, after reviewing all the different information I could find on velocity stacks, I decided to try some shorter stacks on my car that would fit inside K&N Filters (somewhere around two inches seemed to be the most popular length). I didn't want to spend a lot of money on this experiment, so I looked for tubes about 2" high and with a 1 $\frac{3}{4}$ " ID.

After a little detective work I found that large prescription containers are the perfect dimensions. After talking with the pharmacist at Costco (I gave up trying to explain what I needed them for) I acquired four pill containers without tops for \$.50 per container. I removed the bottom with my band saw and after taping them to the inside of my K&N Filters they were ready to test. Given the way that they were attached (duct tape) my test window was short, maybe 15 minutes. I started the car and noticed from the first time that I pressed the accelerator I felt more torque at a lower rpm and the engine didn't seem to give up power at high rpm. It was a short test but it gave me enough information to pursue this farther.

With all the information that I had acquired I went to a machine shop and explained what I wanted to accomplish. The two requirements I had were that they must be a bolt on/bolt off item (no drilling) and that they had to fit inside a K&N filter. I explained this to him and said that if he made the base I could attach 2" high tubes. After a little thought he said that it would be a better product if the entire piece was carved out of a single block of billet aluminum. We went ahead with two prototypes. Because of his ongoing production schedule he figured about two weeks to produce them, but in less than two weeks they were ready, I picked them up and installed

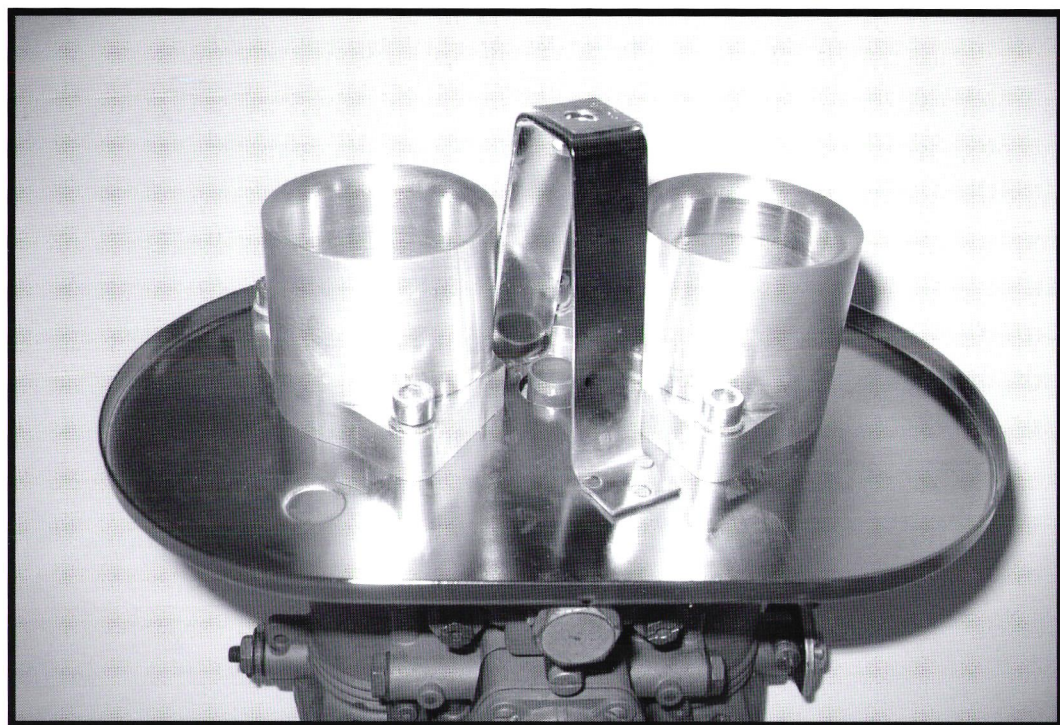
them immediately. The low end torque increase was again very noticeable right away. To quantify the HP/torque that I was feeling, I put the car on a dyno and found that the horsepower increase was slight (3 HP) but the maximum torque curve shifted down from 4,000 rpm to 3,250 rpm. After tweeking the stacks a bit (increasing the wall thickness from 1/8" to 1/4") he made another five sets. It was time to try them out on other cars. When I mentioned this potential product to the local club, the first feedback I received was that I should also be a K&N dealer. I was able to accomplish this in about a month. Although K&N has been a delight to do business with, a sales tax license from the State of Michigan took much more effort than it should have. The only thing that surprised me about K&N was the fact that the new filters I purchased are identical to the ten years old filters that I have been using. There was not, and still isn't, enough ventilation to the air correction jets. After examining stock Solex air filters on SC's and 912's, I concluded that the factory solved this dilemma with a larger opening to the vent on the float chamber. I am doing the same with the filter bases that I have.

After selling a few sets to local club members, an additional issue became the need for more air directed to the stacks. I learned that K&N offers a larger filter element (4.5" instead of the stock 3.25") with the same footprint and although they said that I couldn't buy the filter as a unit the components could be purchased in bulk and assembled independently. A K&N with A 4.5" element will fit all 356 models without modification. Unfortunately the 4.5" version will not fit a 912 unless the hood hinge clearance is addressed. I have decided call this product SOLSTACKS and will have and ad in the March/April 356 Registry.

For more information please contact Keith Blake at

248-540-3655 or

bladerunner01@comcast.net



Above: Solstacks mounted to the K&N base

Below: Solstacks inside the K&N filter housings on a 356 C cabriolet.



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