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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:

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Dues are \$20 per year.

Also, please send your current
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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**



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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 _____

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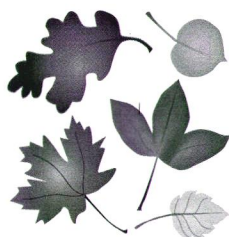
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Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461

You may also pay by MC/Visa by calling
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MCGFall Color Tour

Saturday and Sunday

October 2-3, 2010



We will meet at a yet to be determined location in the Ann Arbor / Chelsea area and the caravan will leave promptly at 9:30 AM. Our route will take us on beautiful country roads (paved, of course) to the Air Zoo Museum in Kalamazoo. We should arrive at the museum at approximately 12:30 where you will be served a complimentary box lunch.

Admission to the Museum is free, and rides tickets are available for purchase at a nominal charge. Spend the afternoon embarking on a new adventure of time and space. Fly with veterans in the 4-D Theater, ride the Montgolfier Balloon Race, and stroll over to the WWI Naval Aviation Hangar.

Stay as long as you want, we will hand out maps to the next stop, the Gull Lake Inn.

The Gull Lake Inn in Richland is a short 30-minute drive north from the Museum. We have a block of 10 rooms reserved, at \$110.00 per night. Please call to book one as soon as possible and mention MCG. (269-731-4131) Once there, we will have a Wine and Cheese party before heading to dinner at the nearby Bay View Gardens Restaurant. We will have a leisurely dinner, ordered from the menu, and return to the Gull Lake Inn for the night. On Sunday morning, the Gull Lake Inn will provide limited pastries and coffee for breakfast.

The caravan will leave the Inn at approximately 9:00 AM for a short but scenic drive to the Gilmore Car Museum. Admission is \$9.00 per person and worth every cent. With a world-class collection of nearly 200 vintage cars, you will have a lot to enjoy.

Spend as little or as much time here as you like, and then start home whenever you are ready.

RSVP ASAP to:

Dick Beecher

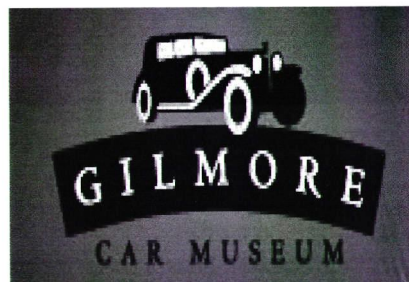
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CALENDER OF EVENTS

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 Meet-
ing Western Michigan

November

Open

December

5th Gruppe Holiday Party

February 2011

Annual ChiliCook Off Date TBD

Summer Isn't Over Yet

So keep driving!

Bring your car in for a
free fall safety inspection.

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Mobil



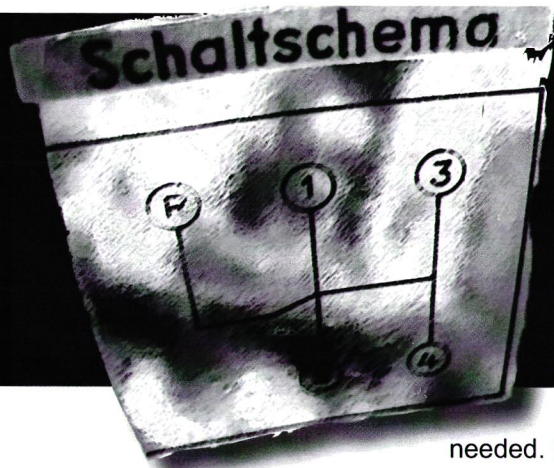
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Auspuff 7 Roar

Four Speeds and Drum Brakes

By Tom Tate



I'm really into four speeds and drum brakes this month as the assembly process on the Puddle Jumper continues. The '57 sunroof coupe came back last month from the paint shop and I have been chipping away at the work each night after dinner. It's amazing how much you can get done in a couple of hours when there are no interruptions.

There is a TV hanging in the corner of the garage but this time of year there isn't anything on that is as interesting as an old car. At least not to me.

I have been taking the suspension apart for cleaning since that is the only part that has not been touched. It didn't make sense to do that before the car was painted because even the most careful painter is going to get dust and overspray on the brake backing plates, trailing arms and all the other pieces that help this tub stick to the road.

The rear trailing arms went off to the powder coater along with some other pieces that I missed on the last go round. While they were off, I replaced the steel brake line that goes down the center tunnel. My brother had just done the same job on his Speedster and had bought a flaring tool that made cutting brake lines the right length very easy.

I had replaced the master cylinder with a new dual circuit unit and really enjoyed making a small tray to mount the brake fluid reservoir on. That got installed under a removable panel in the front compartment so that I'm the only one that knows it's there. Fifty three years ago when this car was built brake systems used a single hydraulic circuit which meant that if a single brake line broke, got cut, or just started to leak, the entire brake system failed.

In the late sixty's, with it's new found power, the Federal Dept of Transportation established standards for brake systems on cars sold in the US. That standard required that all cars be equipped with dual brake circuits. With a single master cylinder cast with two separate chambers there were two separate, independent brake circuits. It was usually set up with the front brakes on one circuit and the rears on the other. Some manufacturers, such as Audi, designed their systems

with the right front and the left rear on one circuit and the left front and the right rear on the other. It was marketed as a dual diagonal braking system. If there was a failure in the system a driver would still be left with some braking ability but he would definitely know that he had a problem. This was back when nearly all American cars had drum brakes and needed all the help that they could get.

The master cylinder that I installed bolted in place of the original with no modification needed. It was a couple of inches longer but there was plenty of room available. There was however, a need for a fluid reservoir that had two separate chambers so the each circuit had its own supply. The reservoir supplied was easily bolted to a bracket that I made that bolted to the front firewall with a couple of carriage bolts. I used those because I didn't want the heads to show even if they were under the floorboards. It also made assembly easier since I couldn't be inside the car holding the bolt while I was under the car tightening the nut. With a small file to change the drilled hole to a square opening the bolt was held firmly in place. I love it when things work out like I pictured in my head.

The flaring tool that my brother Bill sent took a few practice tries before I was happy with the results. I really needed to be good at this exercise before I started as the brake line that went to the rear of the car would have to be cut and flared up near the master cylinder after it was installed in the tunnel. That meant that I would be laying on my back looking up at the bottom of the car to do this job. That's a lot different than standing at a workbench with that flaring tool in a vice. This is the brake system after all and it's important to get it right the first time.

A local auto supply provided short lengths for only a few dollars and the front brakes were done. Well almost done, as one installed line was a little closer than I wanted when the steering damper (like a small shock absorber) was put in place. It was easy to disconnect the line, bend it further out of the way and tighten it back up.

As you can tell, the effect of a lot of these assembly procedures will never be seen by anyone but I'll know that it was done exactly the way I want it. Even if it takes me a few attempts.

I had the tie rods out for cleaning, these are the rods, one long, one short, that connect the steering box to the wheels. No surprises there as this car only had 55k miles on it when it was parked back in 1972. I painted them and polished the grease fittings. Back in the day tie rod ends had grease fittings on them to allow for lubrication, now days they use better materials and a sealed for life. I am trying to assemble the car the way it was built so using the original parts is

You can see that the flange bend is not quite “perfect” but I was too impatient by now to reform it. This will be almost impossible to see after all of the other metal is replaced, and is not going to affect anything structurally. Before this was welded in, I had to make a “reinforcing” patch shown below.



Above is the “gusset” patch welded onto the “reinforcing plate” after holes are punched for future plug welds.

Next up was making the patch for the lower lock pillar. Yeah, I could have bought a complete lock pillar and cut off what I needed, but making this particular patch was going to be fun as it would be my first use of a “hammer form”. Now the pros may not call it a hammer form, but I think it is pretty close.

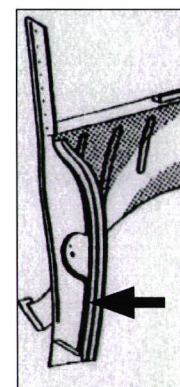
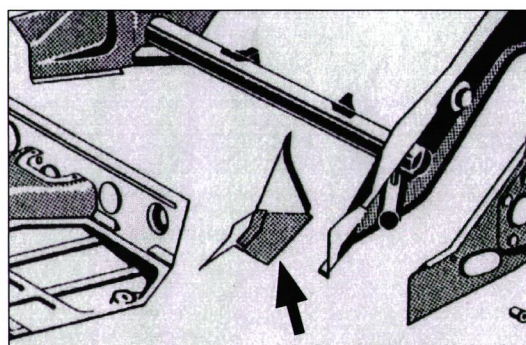
Below is the completed patch.



To make this required a way to make the circular depression. I got a piece of hardwood board and went to a friend's house who had wood working equipment. He made the dished depression in the hardwood board, and then we made a wooden “punch” with a rounded nose out of another piece of hardwood. Then the sheetmetal blank was tightly clamped to the board and I started working around the outer edge of the depression with the wooden punch and a hammer, slowly drawing the metal down into the depression. I thought it came out pretty nice. Here it is after final fitting, but before welding it in.



As I mentioned in an earlier issue, the factory parts pictorials are an invaluable reference in trying to understand what all of this metal looked like originally as can be seen in these two pictorials for the area I was repairing.



Next time I will talk about the engine compartment rust repair, as this is another area that Ron's book does not go into much detail. Also, hopefully by then in real time I will have Foam Cars ex S90 engine in my red 55 coupe to take to the ECH in Cleveland.

ANNOUNCING

NEIL'S BOOK

THE 356A PORSCHE



DOCUMENTED DETAILS
By Neil Goldberg

1958 356A coupe #103526 was purchased new in June 1958. For the next 51 years, the car was owned and maintained by just one individual who took great care in keeping the car as original as possible. The car remains exactly as delivered except for maintenance items. This book includes 214 color pictures that document the original manufacturing details of this car.

To order:

www.neils356.com or 248-588-8665

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Documentation includes:



Exterior
Paint and Finish Details



Interior
Trim and Upholstery



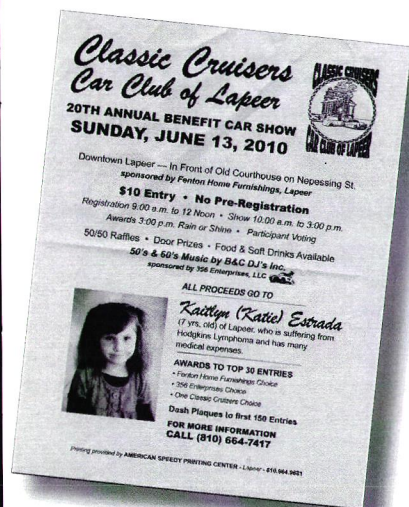
Engine
Engine Compartment



Trunk
Front Trunk Compartment



Undercarriage
Underbody Detail



Vic and Barb Skirmants Sponsor the Lapeer Car Show on June 16th, 2010



For 19 years this event had been sponsored by Victor George Chevrolet Dealership in Lapeer, But when the dealership closed earlier this year the Classic Cruisers were going cancel the event. Over the 19 years this charity event

had raised a total of \$66,000.00. All proceeds each year were given to a child in need. This years recipient was 7 year old Kaitlyn Estrada who is fighting Hodgkin's Lymphoma. The funds raised will be used by her family for medical expenses.

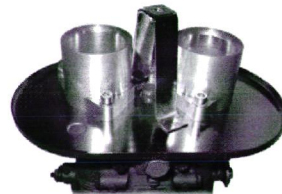
Vic and Barb made a contribution to support this event and keep it going, and after the event they even had a number of

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EASY INSTALL: Step 1



Step 2



Step 3

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



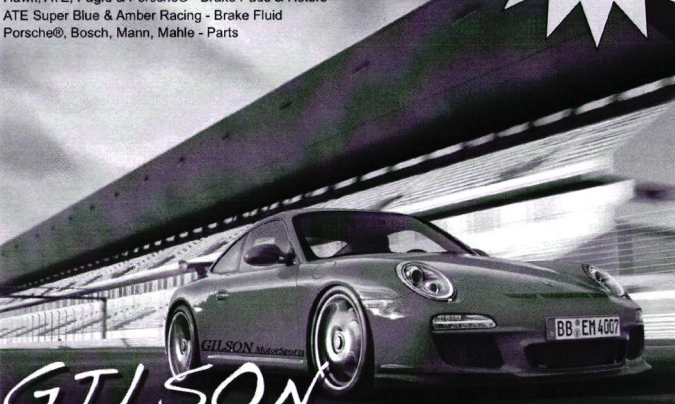
people over to their home for a BBQ dinner. Mark & Richard Tirpak, local professional BBQ cooks prepared beef brisket and chicken.

Could this become an annual event?

Keep an eye out.

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Mid Ohio Vintage Grand Prix 2010

Story by Gerald Van Vliet Photos by Karl Schulz

June 25-27th was the annual SVRA event at Mid-Ohio. Sebastian "Have Porsche Will Travel - Wire Ann Arbor" did his best to entice, cajole, rustle up some Motor Cities Gruppe, SEM, and Rally Sport Region PCA members to join him in caravaning scenic two lane Ohio roads on a same day, down and back sojourn to Saturday's qualifying races.

In spite of Sebastian's best efforts only a few members signed up to accompany him. Because of conflicts with other previously scheduled events some of those who had previously expressed an interest in attending were forced to back out. (That is politically correct language for saying they "wussed out" at the end). Thus we were left with a small but dedicated cadre of attendees. One of those accept-

ing the challenge was Dave Preston, who we were to find out, had never before attended a sports car race, vintage or otherwise. As so often happens at events like this we were to meet up with another 356 enthusiast, Tom Walworth who unbeknownst to us was also attending the day's races. He had earlier Saturday morning picked up a new to him 1974 914 in Cleveland and driven it to the track.

I was surprised at the lack of interest after the stunning turnout Sebastian got for the Motor Cities Gruppe Spring Tour. It seems that as Sebastian and I commented while observing some of Saturday afternoon's action, a lot of the old fire horses can't seem to get out of the firehouse anymore.

