

356 Motor Cities Gruppe

AUSPUFF ROAR

Oct/Nov 2000

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so please....



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ON THE COVER:



The rear end of Freeman Thomas' Speedster reminds us all that we should drive like Dick Beecher; not like Sebastian, Lou Livengood, Michael Heilman and the like!

The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe is \$15 per year due at the first of each year. Advertising rates per issue in the Auspuff Roar are as follows: Business card size—\$10, Quarter page—\$25, Half page—\$50, Full page—\$85. Please send membership dues to Barbara Skirmants 27244 Ryan Rd, Warren, MI 48092. Please send any materials to be published or advertising copy to: Sebastian Gaeta 4070 Brookview Court, Ann Arbor, MI 48108



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PRESIDENT'S LETTER

By now I'm sure you are aware that the Auspuff Roar is published six times per year. Auspuff Roar will be published on months alternating with the 356 Registry. It is great to receive a 356 Porsche publication each month. To make things even better the last issue continued a technical article by fledgling writer Vic Skirmants. We look forward to many informative articles in the future. We are blessed to have a real 356 Porsche expert in our midst.

Sebastian would also wish to thank Richard Hinson for contributing wonderful feature length articles for each issue over the past 4 years. Without Richard's stories, *Auspuff* just would not be what it is. Also, many thanks to one of the "New Young Guys", Dan Christie, who provided this issue's clever cover photo as well as last issue's incredible cover artwork and 356 word search. Dennis Denyer, Michael Heilman, John Denyer and Barbara Skirmants all deserve a big Attaboy for their contributions to the Auspuff Roar over the years. Thanks, Guys!!

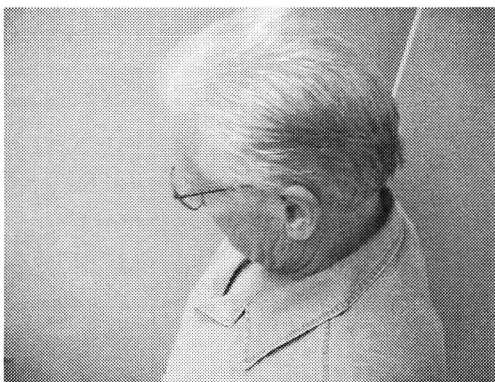
Producing a newsletter that is the quality of the Auspuff Roar doesn't come easily. The additional cost has made it necessary to raise our annual dues to \$15 per year. However, this small increase doesn't cover all the costs. Our advertisers help defray some of the additional costs. We encourage you all to buy the products or services offered by the advertisers and mention that you saw them in the Auspuff Roar.

Another source of income to support our newsletter and other club activities is the Annual Holiday Party

Auction. Last year we changed the format of our auction to reduce the time, however, the results were not as good as in the past. Please think about interesting items for the auction or provide suggestions on how we can improve it.

Additional issues of Auspuff require more material, so I'm sure any articles provided to Sebastian will be welcome.

Most important, our great newsletter would not be possible without the tireless efforts of Sebas-



"The Prez"

tian Gaeta. It was Sebastian's suggestions that we increase the number of issues and we thank him for his hard work.

It was another busy summer with many events. Sebastian planned the spring tour that led us over some scenic roads to lunch in Chelsea. Barbara and Vic Skirmants hosted their annual Mid-Ohio Vintage Race Barb-a-Que. I regret being unable to attend this event for the first time in many years due to a family commitment. Tracy and Peter Stuyck opened their home to the club

for very successful garage tour in May

The summer picnic was again held at the home of Carol and John Thomson in Ann Arbor. The tent was put to good use, as the weather didn't cooperate for the early part of the day.

The Meadow Brook and Woodward Cruise weekends were not club events; however both were well attended by many Gruppe members.

We enjoyed a Twilight Garage Tour and Progressive Dinner with hor d'ourves and refreshments by Ted and Lanita Dunham preceding the dinner at Baker's in Milford and dessert at Sher and Bill Toburen's. The Twilight Tour was a lot of activity included in one evening - good food, lovely gardens and homes, an outstanding newly completed street rod and the Garages were great as usual. What a night!

Many of us are fresh off the Watkins Glen Vintage Grand Prix or the 356 Registry East Coast holiday in Roanoke, Virginia. Some of us even made a 10 day 356 trip out of these two big September events.

We will wrap up the year's club driving events with a fall color tour to Ontario in October hosted by Barbara and Vic Skirmants.

The calendar in the newsletter provides dates for our regular membership dinner meetings held at the Brass Pointe Restaurant in Farmington. These meetings are low key with more emphasis on "social" than "business". We encourage your attendance.

Look forward to seeing all of you,

Dick Beecher

It was a slow law day at the office. The information over the fax was unreadable. The unmistakable profile of a 356 engine in the fax photo proved to be the addict's lure. "Auction tonight, glassware, household goods, guns (and apparently a Porsche engine)." I called my brother, the sender of this message and asked him if he knew any of the details of this event. Since he drives a water cooled Porsche, I didn't expect him to be of much help.

He wasn't.

Bluestar Auctions is known to all the blue haired ladies in Oakland County as an auctioneer of household Estates. I couldn't make out much from the flyer, but I knew I had to go. My suspicions were

confirmed when a survey of the crowd revealed seventy-five salt and pepper shaker collectors but no Porschephiles. Six dusty boxes of parts highlighted an incredible collection of junk. A quick inspection revealed that an unknown year 356 met its death via a blowtorch. I would recommend that you write out a will today to avoid your widow getting this type of posthumous revenge. The glove box was sliced from its home. The flame had melted the door liner and singed the box. But wait, isn't that



a Blaupunkt radio? Isn't that a 356 clock? My enthusiasm for the find was dampened by the news that Vic and Barb Skirmants had just arrived. A quick conference in my "office" in the hall negotiated a deal. Vic would get the engine and the trans and I would

get the six boxes of junk and a pick up truckload of rusty steel. The deal was sealed and now I had to convince the auctioneer to put this stuff up before midnight. The first round of bidding soared to \$25. The auctioneer peered out across the sea of china collectors failing to find a wave of another paddle. Sold! I felt like Columbus discovering the New World.

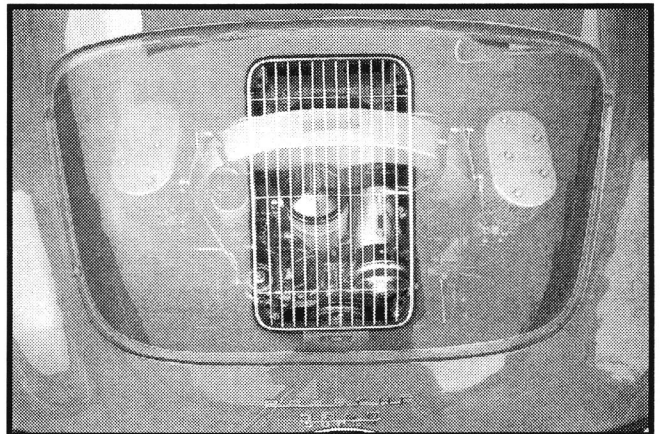
Looking For Love in All the Wrong Places

by Michael Heilmann

The fact that I was ruining my suit with grease didn't seem to matter as I carried the stuff out to the car.

The weekend was spent uncovering the booty. OK, so the clock doesn't work. The radio light is on but no sound. The battery acid on the seat bottoms doesn't look good. Hell, it was only \$25. Unearthing a Porsche part is a lot like archaeology. You want to inspect the part, but you don't want to destroy the remnants of a paper label that might be valuable to someone. To pry away 35 years of dirt reveals the inherent quality of the chrome on a headlight switch bezel. In polishing the steel, you get a sense of the grade of the metal. It was a great experience. We know it was a US car due

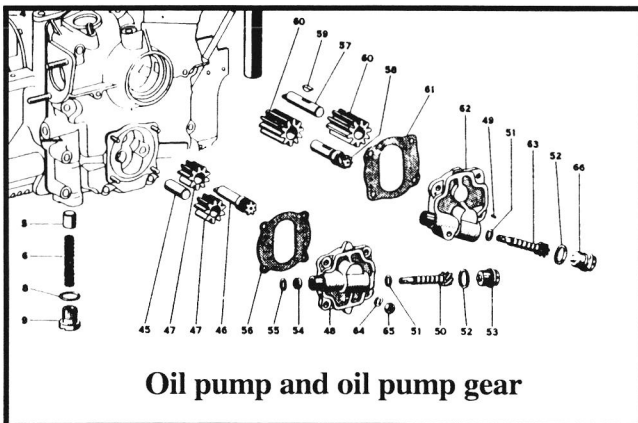
(Continued on page 21)



I'll begin this issue's column with some engine building tips.

First, the oil pump cover. The oil pump cover is located to the timing cover by two diagonally opposed dowel pins, and held down by three 6mm nuts and one 6mm bolt. The dowels ensure that the pump cover is lined up properly with the timing cover so there is no side load on the oil pump gear shafts. Changing one of the components, such as the timing cover or the oil pump cover could cause a binding on the gears. The way to check for this is to assemble the oil pump gears, gasket, and pump cover to the timing cover before it is installed on the engine case. After assembly, rotate the oil pump gear from the inside using only your fingers. If it rotates freely, you're all set. If it is hard to turn, disassemble, pull the two dowel pins out of the cover. Now reassemble with only finger pressure on the holddown nuts. Rotate the gear and tap the pump cover in different directions with a soft hammer or screwdriver handle until the gears rotate freely. Now torque down the nuts. This procedure was first suggested to me by John O'Steen of Cincinnati. When installing a timing cover with the oil pump pre-assembled, be sure the cam drive slot lines up with the pump drive tang.

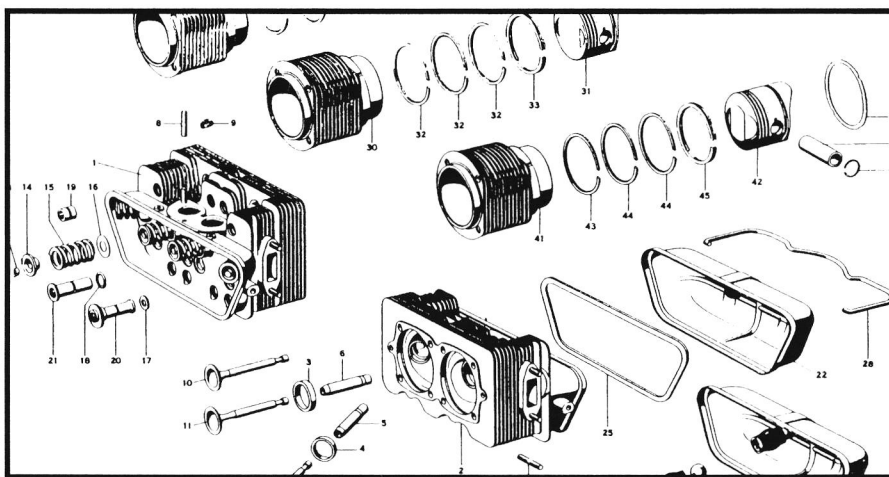
The second tip is in regard to the



Oil pump and oil pump gear

Technical

By Vic Skirmants



cylinder heads. Many engines have heads that develop combustion leaks between the head and the top of the cylinder. The remedy is to have the sealing surface in the head re-machined to bring it back to the proper flatness, smoothness, etc. However, an equal amount of material must be removed from the surface of the head, in order to keep from bottoming the head on the top fins of the cylinders. If that happens, the heads aren't going to seal very well.

While on cylinder heads, here's a third engine tip. Sometimes the heads get machined often enough through the years that when the rocker arms are bolted in place, they can-

not be adjusted out far enough to have any clearance. This same condition can occur if the washers that go under the cylinder head nuts are left out on the 1960-65 engines; 912's also. I have seen engines of this type where some flaming moron has then proceeded to grind down the hardened ends of the rocker arms for clearance! The solution is to put spacers under the rocker arm stands. Front suspension link pin shims are absolutely perfect for this application.

Now for a tip from Richard Monahan, Greenlawn NY. "If you don't have the proper size allen key to fit an allen bolt, find a standard bolt whose head fits snugly in the socket and use a pipe wrench to loosen." Richard also suggests using a wheel lug wrench to remove the oil drain plug if it is stubborn.

Vic

Others

by Sebastian Gaeta

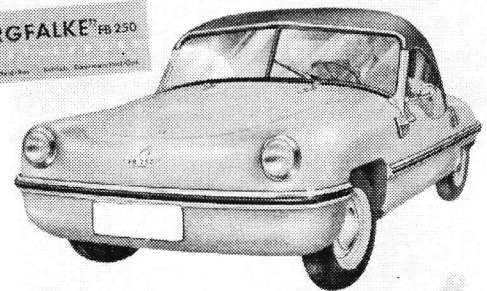
We all know that the Porsche's and Volkswagens of the 50' and 60's were two of the most popular cars to come out of Germany, and that they were both air cooled and rear engined. Many of you may also know that there were other rear engined and/or air cooled cars built in Germany at the same time, but were you aware of just how many?

I was given a book by my friend, Horst Klose, that chronicles German automobiles from 1945 to 1965 called "Deutsche Autos, der Wirtschaftswunderjahre." Literally translated, that means "German Autos, the economic wonder years."

Since the book is entirely in German, I cannot provide much insight as to what the captions say, but I will do my best to describe the cars. Here are just a few of many. Enjoy— Sebastian

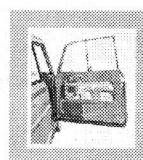
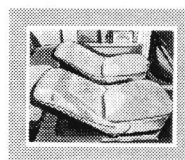
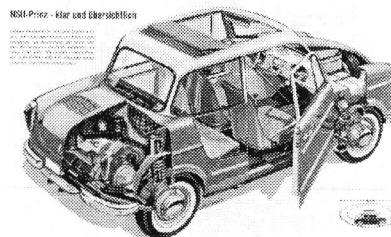


Burgfalke nannte sich die letzte Variante einer Brutsch-Konstruktion, die unter dem Namen Spatz zu gewisser Popularität gefunden hatte. Der Hersteller in der Oberpfalz, eigentlich auf Segelflugzeuge spezialisiert, konnte mit diesem Vogel jedoch nur noch eine Bruchlandung produzieren.



This is the "Burgfalke" FB250 described as "der Lechte – rassige und schnell *Sportwagen*"

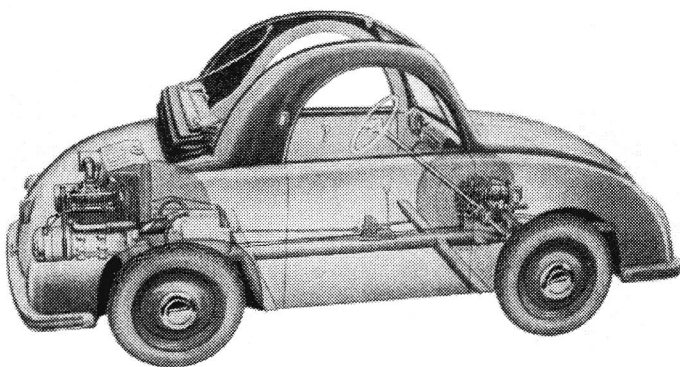
The literature touts it's HUGE trunk capacity to make up for the fact that it has only a front bench seat. Note rear air grills.



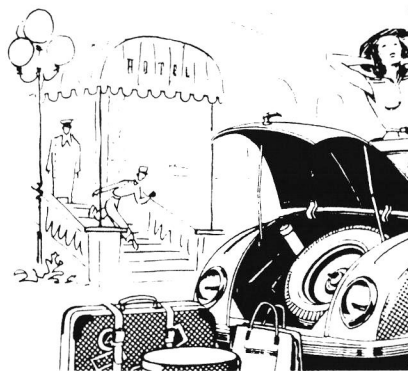
Der NSU Prinz 900 ist ein sehr kleiner, aber sehr schneller und sehr leichter PKW. Gegenüber dem VW Käfer hat er einen sehr niedrigen Schwerpunkt und ist sehr leicht zu steuern.

The NSU Prinz appears to be the automobile of choice when no hotel room can be found as the two front seats recline almost flat! It is described as "solide...schnell (quick)...sicher(safe) and sportlich(light)" Note the Golde VW style folding canvas ragtop and the door glass that slides fore and aft, rolls up and down and also has side vents.

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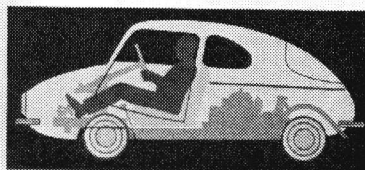
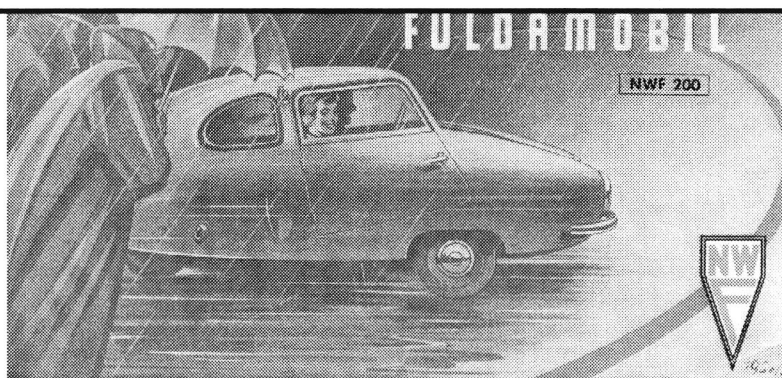
Maico –Champion Sport Cabriolet 400 ccm Motor DM. 3480.



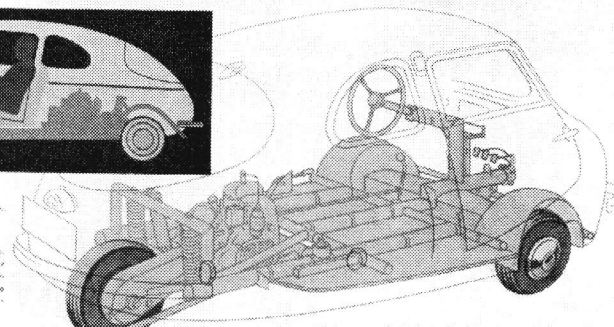
The Maico Champion could actually seat 4, and again the luggage capacity was highlighted as the illustration shows. It is water cooled, and the engine in the rear is described as “Der robuste wasserkühlte 2-Zylinder Motor”. Note the sardine can sunroof.

FULDAMOBIL by NWF

This three wheeled rear engined vehicle appears to be air cooled as no radiator can be seen in the cut-away illustration. Side air scoops can be seen in the drawing that's obviously meant to show off the Fuldamobil's water resistant design. Hey, why walk in that nasty Bavarian rainstorm when you can be dry as the desert inside a Fuldamobil? It's engine is also described as a “robuste 2 zylinder” model measuring a healthy 250ccm in displacement. This particular Fuldamobil was from 1954 or 1955. A few oddities are the fact that it has rear side windows even though it is a two seater, the doors open “suicide” style, it has rear side markers which may have acted as turnsignals and the front end acts as a pivot to which the rear “suspension” moves up and down. Note the cover from the engine to the rear wheel. Is it chain driven?



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Bühnen Teleskopstoßdämpfer.



G o g g o m o b i l



Goggomobil! Yeah, Baby!!! Made by Glas, it came in coupe and sedan versions. Definitely rear engined and probably air-cooled because of the side scoops, it's doors also operated “suicide” style. Note the sliding door glass on the sedan while the coupe had real rollup windows



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644-543-103-30	For your favorite cabrio hardtop's next birthday, a brand new left side quarter window glass.	\$30.00
519-20-050	Here is a rare find. Gear two for 1" speed—519 gearbox. Someone may actually be rebuilding an otherwise perfectly good gearbox. Won't you be disappointed if you are "second in line"? Priced for the early shopper.	\$70.00
000-95-106	That pesky stud that you keep tripping over. You know the one. That one poking out from under your workbench: from the front of your spare 356-engine case. Throw the old bent ones away and keep some nice new ones in a drawer for use later. Why not.	\$1.50
644-521-073-42	Seat hinge for the left side of your Roadster's seat. Two seats, two left sides. We have six, so three happy people. These are OEM, and brand spanking new.	\$35.00
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695-424-153-02	Shifter housing. For 356B T6 with lockable shifter. We still have a couple left.	\$35.00
999-064-010-02	New part. Oil pressure relief piston plug. This is an exact copy of the original part. It will allow your engine to maintain the proper oil pressure whilst looking good. All 356B and 356C, and even 912. A correct part at a decent price.	\$11.65
616-603-106-01	Industrial engine generator. It generates, but has no regulator. Great for a static industrial engine display, or ??? Priced for quick decision making.	\$66.00
NLA-105-103-01	Cam gear, "O", without gear, or dowel pin holes. Marked "Made in Brazil" Ok for street use.	\$60.00
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MOTOR CITIES GRUPPE CALENDAR

OCTOBER

14th-15th— Fall Color Tour
An overnight tour to Ontario
Canada hosted by Barbara and
Vic Skirmants. See
announcement on page 17

NOVEMBER

21st—Membership Dinner at
the Brass Pointe restaurant on
10 mile and Orchard Lake
Road.
Starts at 6:00 PM.

DECEMBER

3rd— MCG Holiday party at
Waterford Hills' Oakland
County Sportsman's Club

JANUARY

16th—Membership Dinner at
the Brass Pointe restaurant on
10 mile and Orchard Lake
Road.
Starts at 6:00 PM.

FEBRUARY

OPEN

MARCH

20th—Membership Dinner at the
Brass Pointe restaurant on 10
mile and Orchard Lake Road.
Starts at 6:00 PM.

APRIL

OPEN

MAY

15th—Membership Dinner at
the Brass Pointe restaurant on
10 mile and Orchard Lake
Road.
Starts at 6:00 PM.

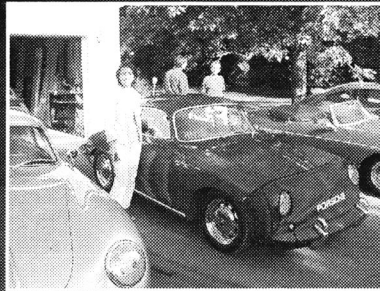
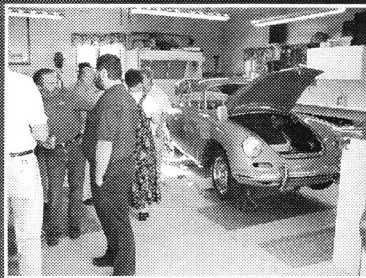
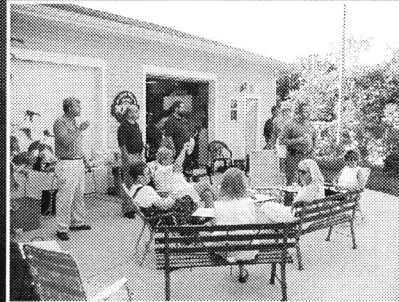
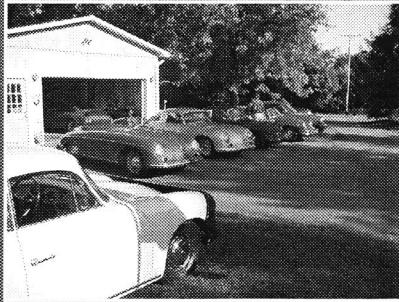
TBA— The 9th!! Annual Motor
Cities Gruppe Spring Tour

JUNE

TBA— Stoddard all Porsche
Swap meet with the model and
literature meet held the night
Before

TBA— Mid Ohio Vintage Gran
Prix. Looks like the Saturday
night BBQ will be more of a do
it yourself event... stay tuned
for specifics in future issues

356 Motor Cities Gruppe 1

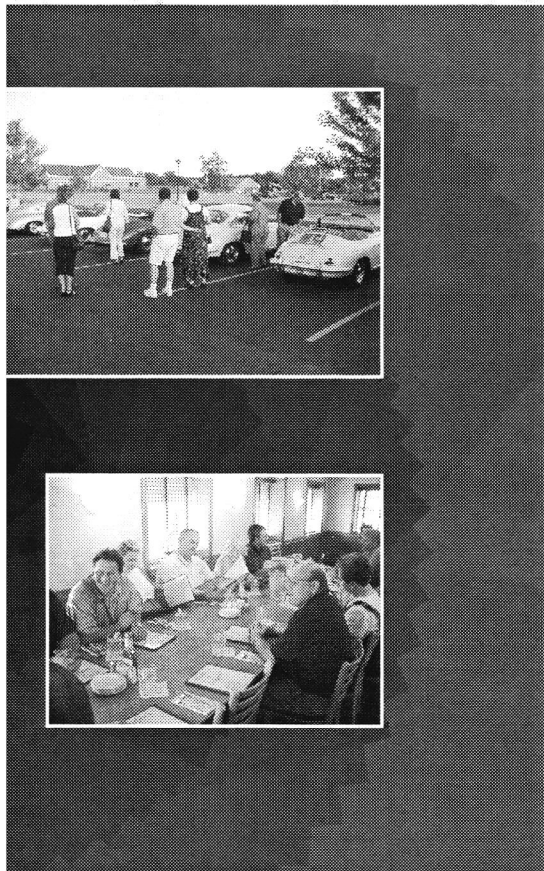


**Hors
d'ouvres at
the
Dunham's
led to...**

**Dinner at Baker's in
Milford, which led to...**



1st Annual Progressive Dinner



**Dessert at the
Toburen's.**

**Where were
you?**

I thought it was tough for my wife to select the mother-of-the-bride dress a year ago. Then when the shoes had to be dyed-there were color chips and swatches and lots of, "What do you think?" If that isn't the epitome of stress, think about the angst that goes on when a new house is built and the decisions for flooring and windows and closets and wall coverings and hardware and textures and lighting and cabinetry and drawer pulls and counter tops and ad infinitum.

But watching what the Saturday Morning Tire Kicker goes through to select paint and interior coloring is obviously as much of a challenge for the restoration of an old Porsche or Ferrari as anyone building a house or doing a wedding. The stress and angst is palpable. And everybody gets into the act.

Couple of cases in point.

Brad Richards: Let's start with the easy stuff. Richards is a designer for Ford Motor Company. He toils long and hard in the advanced truck studio. And as you know trucks have been hot for a long time ... the number of choices of SUVs, pick ups, and specialty cross over vehicles is easily over a hundred. Brad's been

working on a special project, one of those vehicles that is intended to show that Ford doesn't have to take a back seat to Daimler Chrysler. Obviously then, style, color and textures really are a vital part of his life.

Like Freeman Thomas fife is shaped by things like "eye gate" - the flow of your eyes over the surface, "eye candy" - the power to seduce and make an emotional impact, "character/ego projections" - what the color and quality of that color, the hue, in all lights, says about what's important to the owner's ego. I may be misreading but I don't think that grunt power is really all that important to them unless they don't have enough to make a brisk pass when necessary. It ain't about raw speed, it's about nourishing the sights, sounds and tactile senses.

Richards bought the '55 Continental Coupe that sat outside for ages at Ron Roland's place. Larry Smith, owner of Autometric,



**Brad Richards at the business end of his Continental Coupe
During the Meadow Brook Historic Races**

wanted to buy an early waterfall fendered 356 and make a subtle outlaw out of it. Unfortunately the early 356s don't lend themselves to making a "rod" out of the basic suspension engineering and power plant package. So, from his standpoint, to turn a lemon into lemonade he thought he'd really tart up the Continental Coupe with what he knows how to do best, which is to make the car gleam. The body was taken down to bare metal, surfaces reworked, parts replaced as necessary and a glorious creamy, ivory paint job was applied. Naturally that required a new tan interior.

Smith is not a maven on 356 Porsche mechanicals. Otherwise he would not have bought the Continental Coupe for the project he had in mind. But like Thomas and Richards he has the soul of an artist. Amongst his many avocational interests he heads up the art committee for Meadow Brook and has some great automotive art in his collection as well as some fabulous cars. But he still wanted to give the next owner of the Continental Coupe a car that stood tall. So he bought new suspension bits and told his project manager to do the car right. But Smith doesn't bury himself in managing the minutia Eke Goldberg or Dunham or

Agonizing over the color

By Richard Hinson

the Denyer brothers.

About that time, Smith mentioned to me that he wasn't going to be keeping the car since it didn't serve the purpose he had in mind. I passed the word along to a few of the Saturday morning regulars since they are always being asked to find a "nice" car for someone. Richards followed up and asked those with more experience to take a look at the gleaming, glowing ivory and tan Continental Coupe. They filled out the five page car selection form which pointed out some warts that would need to be attended to. The asking price reflected the serious money that Smith had put into the project. The car really looked sweet. And Richards had been looking for soooo long. Even the thinly veiled cautions by his mentors were relegated to resolvable considerations.

After some niggling negotiations the deal was done.

Candidly, the paint and finish closed the deal. The designer's passion for line and color, fit and finish swayed the day.

Hey, it's was no different than one of the Saturday gang looking at a new house. The number of garage doors or spaces manages to float to a prominent place in the decision process after the basics like neighborhood and proximity to work and amenities are noted. We each determine what's really practical.

Brad has invested a bit more than expected to bring the mechanicals up to snuff. But he is well on his way to completing the package. Which means that Skirmants will have put his healing hands on the transmission and carburetors, and Dunham will have sorted out the rest of what makes a 356 so satisfying to leave the protection of the home base for a grand adventure.

Shape, color, texture, fit and finish ... then mechanicals.

Jack Hagerty's black outlaw is the most tastefully turned out custom project I've seen on a 356. The only other thing I would have lusted after would be the very sensual waterfall fender line of the 356A.

Jack was very deliberate about selecting the color for his car. As a long-time aficionado he was well aware that black shows all the flaws. Thus, if you can make the car sing in black the craftsmanship must be first rate. His interior is that wonderful shade that Rolls Royce owners select with such frequency-magnolia in tone. Once inside you feel like you're being rewarded for your prescience and brilliance. The fragrance is deliciously new and the feel is like a babies bottom. Then Jack tells you that more than a thousand baby naugas gave up their life for his interior. What, it's not leather! Nope. But it shows what the eye and hand and smell can do to your judgments.

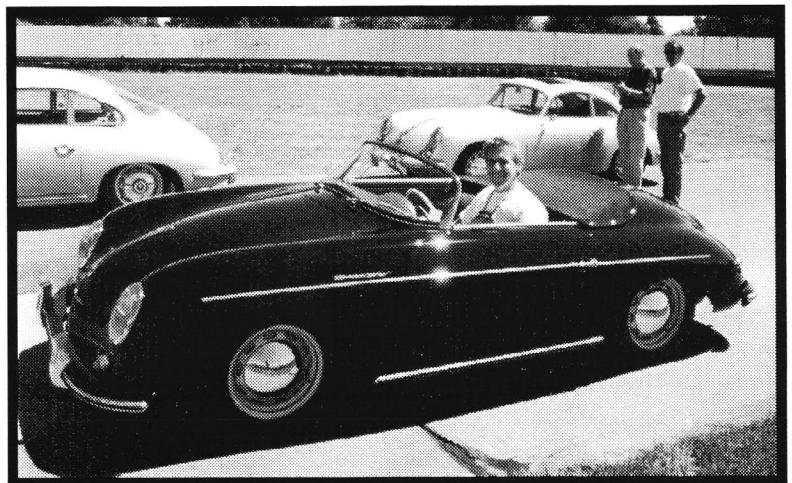
Again we can manipulate our sense of well being by our choice of shape, color, texture, fit and finish. It just so happens that Hagerty outlaw mechanicals are superb. For

Hagerty and Jim Conostas, if the car doesn't move like a quarter horse, it missed its marque. The black molten shape that fools the eyes while incredibly seductive was only part of the objective. They wanted to lead the pack, set the bar higher for those who follow. And they certainly achieved that objective.

Neil Goldberg has sweated the color and interior more than anyone save the professional designers who do it for a living. And he's hit home run after home run. The silver with red-stripe facsimile Carrera A coupe, the black Speedster and his latest, the green Carrera coupe. He's been competing in the Porsche Parade concours d'elegance for years and has learned that the guys who are taking home the blue ribbons and prestigious awards are the pros who not only are able to lay their hands on all the unobtainium but put together the color combination that will stop the jaded judges who are looking hard for items that allow them to knock off the points. Details like how are the cotter pins curled and are the right bolts cad plated and the washers correct for the application. It's agonizing but it's what separates the winners from those going home in second place.

So selecting the color combination has been given more consideration than in times past. When the car

Neil Goldberg's Speedster with flawless black paint and a red interior



came back from the painter the green color sucked up the light. Then the dark green interior was chosen from many options. The rationale was that it depicted a more workman environment-the interior of a race car; the interior of a person who intends to really use the car on the track and on the autobahn.

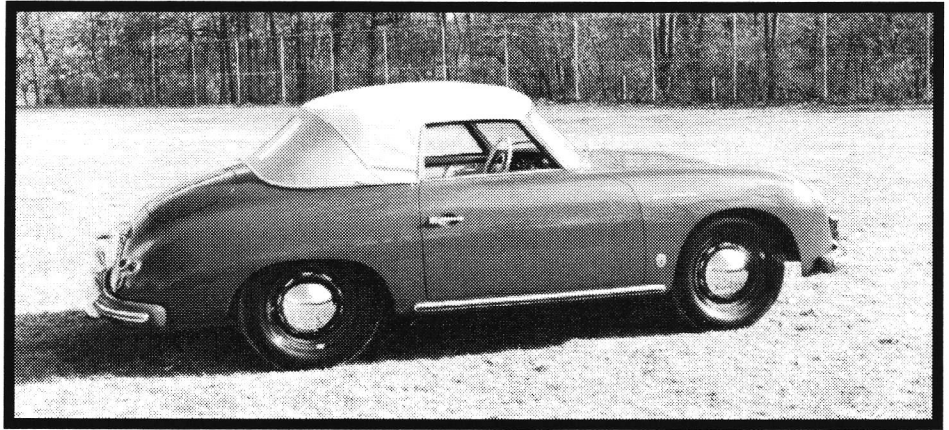
To my eye the vehicle began to come to life to release it's personality when the chrome window surrounds and moldings went on and the rally driving lights were added. The color began to have a pulse.

A trip to the Porsche Parade helped resolve the questions regarding the minute details that seem

overblown to those of the drive-and dine set but they are what separate the best in class and best in show when you're competing in a fastidious club marque event.

The irony is the very criteria that makes a winner in the marque club concours d'elegance events would constrain a vehicles chances of winning a major concours event like Meadow Brook, Pebble Beach, Louis Vuitton Classic, or Amelia Island. There the winners are bolder in exterior and interior color. And the judges look for that oh-my-gawd-is-this-gorgeous-or what field presence.

Jack Thomas is a late bloomer when it comes to cars. He's from a chi chi suburb of St. Louis and been buried in his business. Finally he noticed that he had some spare change. (Actually that is his business, his company makes the equipment that gobbles your dollar and gives you back change. In fact it gobbles pound notes and deutsch marks, and all manner of other currencies and spews back coins. I think he's even able to take coins and give you back folding stuff so it doesn't weigh down your pockets or purse. If that isn't so, he's working on it.)



Jack Thomas' Polyantha red '55 Carrera Cabriolet

Jack Thomas is a tall lad, about 6'5" or so and has trouble fitting into most cars. So he was naturally drawn to Porsches which have been satisfying the leg room requirements of basketball players for decades. His first foray into the dangerous whirlpool world of car collecting was a '55 Carrera Cabriolet. It was the Polyantha red, blue ribbon winner at Meadow Brook a couple of years back. The same year that Gary Kempton brought his Gmund coupe up for the East Coast Holiday. He introduced Thomas to the anal world of concours d'elegance. That led Thomas to expand his sights beyond Porsches. For Thomas, Ferrari's came next rather than Duesenbergs, Alfas and Bugattis.

After garnering a blue ribbon for the Carrera Cab his next toe in the water was a boring white Ferrari 410 Superamerica. Great road car but the color didn't enhance the lines of the car. If you were a concours d'elegance judge it was one that you'd pass by when you went out to hand out the ribbons. It didn't make any difference to the judges that all the minutia details were spot on.

Steve Tillack, a Ferrari devotee and dealer with a spotless reputation has been advising Thomas with his collection lately. This has been a

bit of a challenge since Thomas is tall and Italians, European industrialists and middle eastern pooh-bahs-for whom Enzo Ferrari was first designing cars are not-it posed a challenge to find a car with stature, character, integrity, and heritage. When Tillack found the 342 Ferrari that was shown at this year's Meadow Brook Concours d'Elegance, it was the first car that the judges walked to. Because of the shape, the color and the interior textures.

Tracy Stuyck told me later that it was one of those rare exotics that she could see herself driving. It was like a magnet to people all day. And it sat juxtaposed to a 300SL Mercedes Benz roadster and a 300SL Gullwing coupe and 12 other great classic sports cars.

The color appeared to be a luminescent silver-green.

Because of the incredible storms that nearly washed out Meadow Brook, the organizers were forced to move the presentation to run just off Sycamore Lane, the road that leads onto the golf course. The cars sat on lush green grass and under the canopy of trees. So the paint reflected back the surrounding colors. Tillack told me that when the car was shown at Pebble Beach it glowed a deep blue-purple. And the crowds hung around there too.

Inevitably other restorers want to know the color code of the paint and the interior leather name and supplier.

It seems that in early '53 a Ferrari 410 Superamerica was built with a special exclusive paint for a renown collector and member of a royal family. When Tillack was doing the research on that car, which he had been restoring for a customer over a 10-year period, he located some color chips on a card from

Pininfarina. On the back of the color chip was the name MaxMeyer. (I am not certain of the spelling but that's the phonetic) None of Tillack's suppliers had the slightest clue where to find MaxMeyer. Initially he wasn't sure if it was an individual painter or a company. His traditional paint suppliers, who were wizards at unraveling paint compositions, hit a wall, there were no cross-over charts.

Ironically, several years later, Tillack was responsible for taking several clients and their cars to the retrospective Mille Miglia touring event. He was on his way to Brescia for the start and had just left the Malpensa Airport in Milan. He had just entered the autostrada-which is like a turnpike where you get on and can't get off until the next exit, which, as expected, is a half-hour down the road-when he looked over his shoulder and saw a sign on the top of a building that screamed MaxMeyer. The hair on his neck stood up and for the next hour he sped down the autostrada getting off at the first exit and with no maps tried to find his way back to the other side of the road to MaxMeyer. Once there he spent two hours trying to get past the bureaucratic gate keepers who spoke no English and thought he was demented. His Italian was restaurant worthy at best. Finally with rudimentary sign language they found an old painter and a student, who was

there as an intern, to translate his plight. The records for 1953 and 1954 were obviously long gone. Indeed, the old painter remembered the car and the paint. It was very special and exclusive. They did maybe two cars in that color. In the bottom of an old shoe box in the corner of a closet in the basement they came across more chips and the formula. Six hours later he had negotiated for 50 liters to restore the car and have enough to do perhaps two other cars. The material cost alone exceeded a bazillion lira which translates to over \$1000. And he wasn't done because they had to find a way to provide the high gloss finish because the solvents that were part of the process in the early '50s had been legislated out of existence. Still there are a few sources that can provide those basic ingredients. In addition to all the effort just to locate materials there was the challenge of how to get it back to the USA.

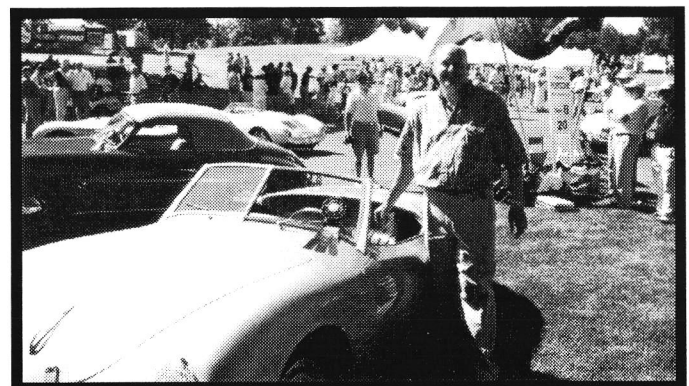
(As an aside, recent conversations with Larry Smith at Autometric says that the latest technology allows all those exotic colors to be brought back to life. His paint supplier, Dupont, is able to generate the colors exactly, including the reflective brilliance. Others say that ain't nobody able to produce fly yellow. Impossible to get the natural iridescence that came from those Italian beetles that were part of the original formula. They argue that technology may make

paint that looks like the original when it's in the container but on the vehicle it will look significantly different because of the ingredients that generate the highlights. Still Larry Smith says that he's not found any color that he hasn't been able to replicate. If you've got a tough color to match let him know he'll take it to Dupont and they'll work out the formula.)

One of those who saw the 342 Ferrari of Jack Thomas was **Vic Rivera** who has been struggling with a color to paint his Convertible D. He has been smitten with the green on Neil Goldberg's Carrera 2 Coupe. And he likes the Stone Gray that Dick McLaughlin has chosen. But he realizes that while imitation is the sweetest form of flattery, his car should be different-like all of his cars are. Freeman Thomas has offered to spend more of Vic's money and help him "orchestrate" the presentation of Vic's latest project. Fortunately, Rivera is not constrained in his mind by slavishly staying with the color swatches that were offered for any given year. The selection has not been finalized, but something with a hint of green continues to be bandied about.

To further confuse the project, I passed along new information I had heard from **Dave Draper** about a new ingredient that is being developed for paint, cosmetics and a host of other exotic consumer products. The unique essence of the product

Heath Hurlbert stands beside his 1952 Competition Roadster, which is painted a beautiful Radium Green



characteristic is to add a intrinsic glow to products when exposed to light. As an example they can add it to high traffic area rubberized paint that is used in stadiums on the stairs which will glow when exposed to light and reduce the need for a new light source. They can add it to the sidewalls of tires. They can add it to eye and facial make-up which would add a warm glow to the makeup. Nail polish. Shampoos, Eye glass frames. Exterior paint. Shoes. Bed liners for trucks. Underbelly pans that resist stone chips. They're still probing the scope of applications.

The molecular make up is sphere shaped 1 / 10,000 of an inch in diameter. The inert ball can be colored or reflective or clear. An additional benefit is that the paint or cosmetic surface color rolls when it has adhered to the surface. Which means when it is pranged, as in a 5 mph accident, the microscopic balls roll with the impact and the damage is lessened. In many instances scuff mark are virtually eliminated.

You can imagine what this option does to paint or a cosmetic. Include a minuscule color sphere in the paint and it adds the essence which glows that color. just as we have seen pear-lized paint or those ghastly flip/flop paints this allows for much greater options in hues. Find the right shade of green sphere and add it to the silver metallic.

If it's impossible for Vic Rivera to have access to the exclusive Max-Meyer color which reflects and enhances ambient tonal hues, there may be another solution to providing Rivera with a unique, subtle color for his Convertible D. Rivera and Freeman Thomas have promised that this car will indeed be subtle and tastefully done. They just have to select the paint and move on it, the painter is going to put someone ahead of Rivera's project if they can't settle on

a color. Once you get to the head of the line, the momentum gets lost if you dilly dally. Vic demurs when asked if he wants a show stopper like "Rebel", his silver A Coupe and a regular People's Choice winner, or "Killer", the recently revamped white roadster with tonneau cowl.

As he says, 'I'm from the Philippines where we take great pride in strong color and personal statements of design which reflect your personality.'

However he also acknowledges that Freeman Thomas has been very persuasive when it comes to persistently suggesting how to enhance the field presentation of the Convertible D. Which means we can count on at least one of Vic's cars to be understated but still retain his personality and ability to win those People's Choice awards.

Of course, Thomas has already done that when he designed the TT Coupe and Rivera was able to purchase the Neiman Marcus 007 serial numbered unit in that Slate Gray color. Truth be told, he has indeed tried to personalize that car with a new Freeman Thomas designed, Audi AutoUnion inspired, grill. So far it's still a project to be completed.

Is color important to the way the owner thinks the car reflects their taste or personality? Obviously colors send signals. Sometimes subtle. Sometimes bold.

**Brad
Richard's and
Dan Christie's
White and
Turkish red '55
Coupes**

Dick and Barb McLaughlin's stone gray SC Coupe also picks up various color hues in different light intensities. **John Denyer's** aubergine 911 does the same. **Thomas'** tangerine '69 911 is in-your-face. But **Chuck Stoddard's** orange, actually a burnt orange, Convertible D, makes an entirely different statement. **Chamberlin's** sepia brown reminds parents of their infant children. **Dunham's** yellow 356 Carrera Coupe with red stripes is joyful. **Fred and Sue Leydord's** Fjord green roadster is coolly elegant like Sue herself. **Lew Moorman** has a Bah Blue GT Speedster tucked in his garage it's probably still apart but we're hoping to see on the road some day soon. And **Dan Christie's** Turkish Red is a head turner. The **Hurlbert** America Roadster is Radium Green. The **Skirmants** Coupe is to be painted an Aetna or Oslo Blue. The Champagne Yellow on **Dennis and Sue Denyer's** '65 Coupe is my wife Leslie's favorite. **Dave and Diane Burton** can be elegant in their new Slate Gray Roadster or in-your-face with the yellow Boxster S.

I hope that **Peter Stuyck** can find a color chip of the Pascha Red which his Certificate of Authenticity says was the original color for their '53 Coupe. It could give his restoration" project that extra impetus to be on the road next spring.

Richard



356 Motor Cities Gruppe Fall Amble Color Tour to Canada October 14 & 15, 2000

Meet at 9:00 a.m. 23 Mile Road M-29 Exit off 1-94 exit to the right toward New Baltimore and right into the Big Boy parking lot. Cars will depart between 9:15 and 9:30 for Goderich, Ontario. Total driving distance is 160 miles from Ryan Rd and 1-696. We will cruise North on M-29 along the water and regroup at the Welcome center directly across the Blue Water Bridge. Turn Right in front of the Canadian Geese. The exchange rate is \$1.00 US for \$1.50 Canadian, so stop and exchange some cash if you think you need it. Then on to an 11 a.m. Lunch on the Marina at Paddy Flaherty's 519-336-1999 just around the corner from the Welcome center. Because the driving instructions are simple, you can always deviate, stop, and catch up with at the next town.

We will then cruise NE along Lakeshore Drive, which runs into ON #7, and continues around Lake Huron onto ON #21. First stop will be Dale's Antique Barn Just south of Grand Bend. 3 miles on up the road into Grand Bend for some shopping/looking. Back into the cars North to Bayfield. Gents & Ladies bring your credit Cards, great shopping, clothes, gifts, antiques, art galleries, and restaurants - bars-pubs for the guys. I also found a wonderful little fish market on the harbor that has fresh hot apple wood smoked lake trout. It is divine—YUMMY!

Nest stop is Goderich; The Hotel Bedford is located on the town square, with nice shops close by. I have reserved 10 rooms at \$79.00 Canadian per night, continental breakfast included, under Skirmants. Please call and guarantee a room on your credit card. 519/ 524-7337.

Our dinner reservation is 7:00 p.m. at Robindale's Fine Dining a Victorian home walking distance from our hotel. We will dine in an intimate group dining room with (separate checks) so you can add an appetizer and drinks or wine to your check to a set menu as follows:

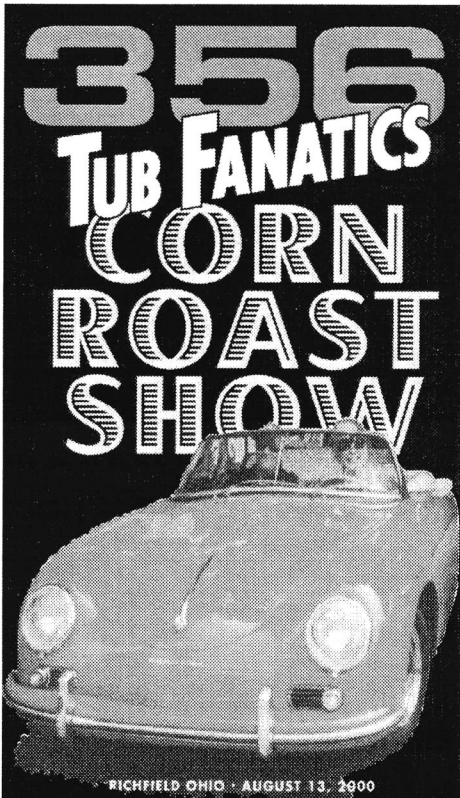
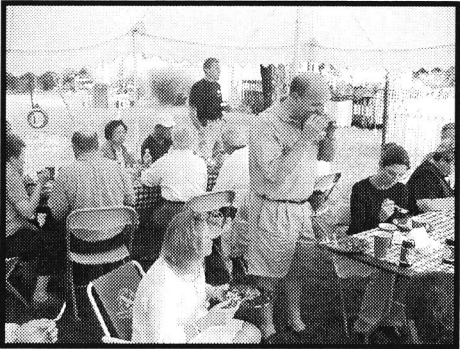
Bread Rolls and Bacon Butter Italian Vinaigrette specialty salad, Broccoli w/Cheese, and buttered Carrots, Potato, Roast Prime Rib of Beef, Chilled Cherry Chocolate Cheesecake, Coffee, Tea. \$21.95 Canadian + tax and Gratuity. After dinner we shall retreat to an upstairs drawing room with a cozy fireplace, for after dinner coffee/ drinks and social banter. It possible to drive back home after dinner, but we hope you stay overnight.

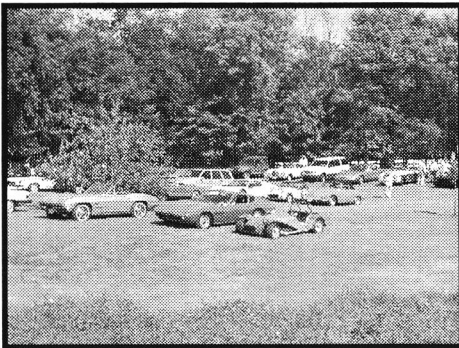
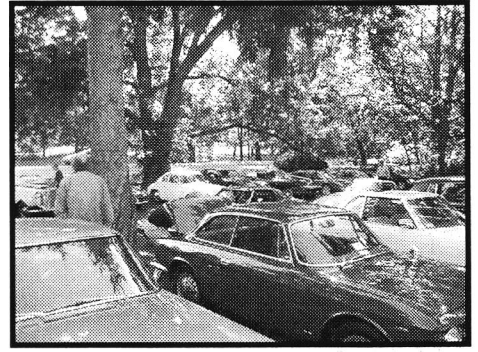
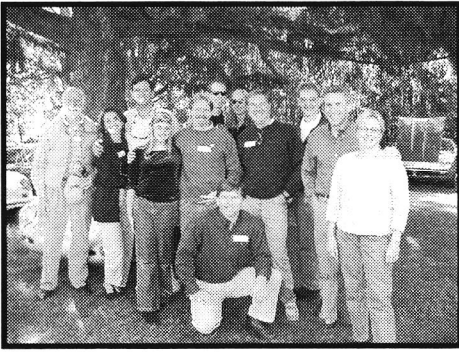
Sunday you can choose to drive on North along Lake Huron, or visit several attractions nearby, the Huron Historic Goal, the Menesetung walking Bridge over the Maitland River, visit a local Fruit Farm, or Antique shops. I hope to hike some wildlife viewing trails at Pinery Provincial Park. This park is located smack in the middle of the largest flyway in the Midwest, and home to thousands of waterfowl and other birds. I will include a listing of local attractions in your map package on Saturday morning.

Call me ASAP to make your reservations for dinner, I must give them a final number 10 days before our reservation. Call by Oct 4th, and we look forward to a nice fall drive. This is not a high speed run, but a slow amble with a lot of stops, looking, shopping, and a great deal of good eating opportunities, with time for socializing. Call Barbara Skirmants 810/558-3692, email skirmants@home.com



2000 Motor Cities Gruppe Summer Picnic

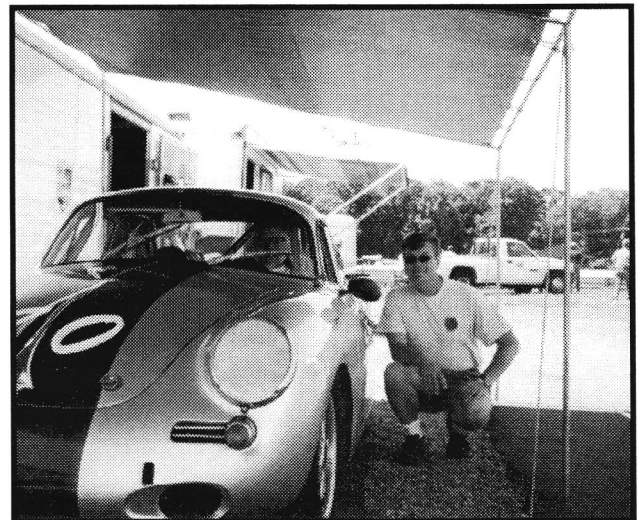
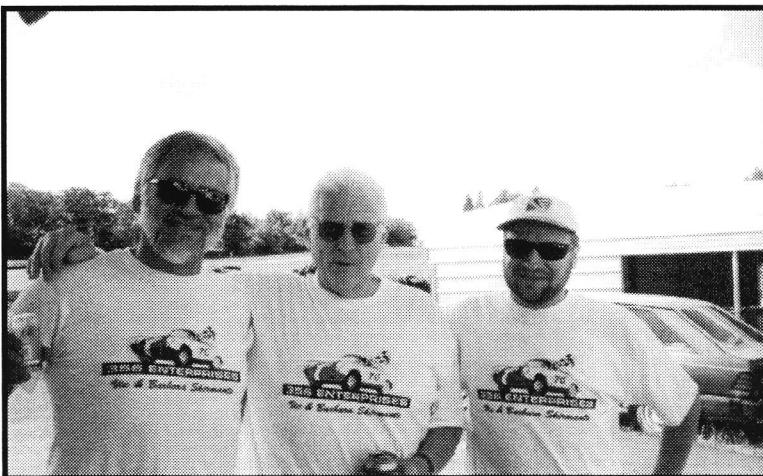




Casa Crane to
Lutz Farm
2000

Scenes from various Summer Events around the Region

2000 Meadow brook Historic Races



Remember that 356 Enterprises T Shirts can be ordered in three different sizes: There's Medium as shown on the right, Large as shown on the left and Double Portly Stout in the middle.

New Automobile Restoration Program

At Washtenaw Community College

Did you know that this year an Automobile Restoration Program was started at Washtenaw Community College? If you are active in the classic car or special interest car hobby, the fabulous facilities and instruction available at Washtenaw Community College could be just what you've been looking for in Southeastern Michigan.

This past Winter our first semester course was offered. It was attended by adults with vintage sports car projects. They brought bench-top projects to school, occasionally their cars too, and we went on many field trips to restoration shops and service providers. This past Spring we also offered weekend workshops and afternoon clinics.

WCC's facilities include a large and well appointed auto service facility, a comprehensive auto body rep air and paint facility, a fabulous la! for teaching all kinds of welding techniques, and a wonderful machine shop.

More information will be published in WCC's Live Work Learn magazine, which will be mailed to all residents of Washtenaw County in August

Registration starts July 24.

Class capacity is limited to 15, except for ABR4000 which is limited to 20. For information you can also visit our web site at www.wccnet.org/depttrestore, or contact Dina at (734) 973-3443, or Peter Pleitner at (734) 668-0087, or better yet e-mail him at pleitner@dundee.net.

We hope that you take the time soon to acquaint yourself and your friends with one of the only programs of this type in the United States.

Fall Semester Classes and Workshops

This Fall Semester, starting September 5, we have scheduled three classes and three workshops.

Classes

- ♦ **Vintage Automobile Engine Rebuilding**
Thursdays 8:30 a.m. to 5:00 p.m.
(ASV112/CRN93241)
- ♦ **Automobile Restoration - Introduction**
Tuesdays 6:00 p.m. to 10 p.m. and
Saturdays 9:00 a.m. to 1:00 P.M.
(ABR115/CRN93814)
- ♦ **Final Paint and Assembly to Show**
Tuesdays and Wednesdays 1:00 p.m. to 5:00 p.m.
(ABR129/CRN93815)

Weekend Workshops

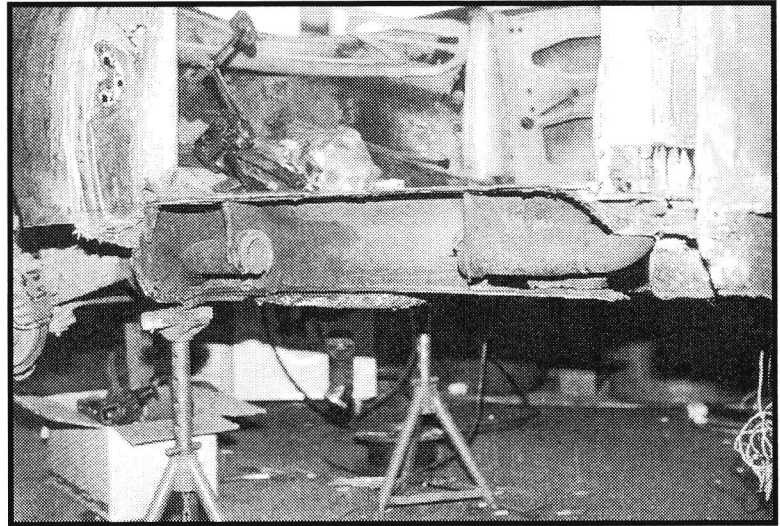
(Starting Fridays at 1:00 p.m.)

- ♦ **Introduction to Automobile Restoration**
September 29/30/31 (12 hours total)
(ABR4000/CRN93826)
- ♦ **Welding and Fabrication for Restoration**
October 20/21/22, and 27/28/29 (40 hrs total)
(ABR4002/CRN93745)
- ♦ **Painting a Classic Car**
November 10/11/12 & 17/18/19 (40 hrs total)
(ABR4001/CRN93744)

(Continued from page 4)

to the miles per hour Speedo. Yet, was it a Super? Was it a Normal? Why did this fellow give up on this car and slice it to death?

I have perfectly restored 1964 C coupe. Therefore the larger question was, what do I do with this stuff? Do I run the same ad in the Registry magazine for two years? Do I go to the Tweeks swap meet and hope that someone will come by who will need an air intake screen for the fresh air blower horns. We have all been to the swap meet and seen something priced for a dollar and the guy says, "Will you take a quarter?" The answer is the Internet. Club members should all take a look at the Registry's Talk list. It is a great library of knowledge about anything 356 and occasionally arts and philosophy. All kinds of stuff are for sale on the list. So I began to post some items. The stuff started flying out of the house. The jack went to New Zealand (and came back, no customs declaration). The luggage rack went to Thailand via LA. The hood release to Vince Capaletti in Fort Meyers and lots of 356 owners have benefited from the cache. I learned that no matter how bad the part is, someone needs it. I threw away the doors but suffered pangs of guilt seeing the handles going to the dump on Monday morning. So off they came. The Chrome had more pits than a teenager with acne. Yet someone wanted them. I have made many new friends via the Internet that share our passion for the beloved tubs. I heartily rec-



ommend that everyone visit this site and see for yourself. There is minimum of flaming (putting down of a poster's opinions) and a lot of great chat. I have Denny Zamler to thank for the tip. Unfortunately there is no archive, but it doesn't seem to matter to anyone on the list. Re-ask a question and you will get an answer in

a matter of days. Check it out on the registry home page. A subscription is of course free and subscription instructions are posted at **Error! Bookmark not defined.** Now, if I could interest you in a set of red jumpseats.

Michael

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This is a spy photo taken recently at Stuyck Development. The subject is the long rumored Colombian Borla exhaust system, part of the Juan Valdez Speed Collection. Word on the street was that it added 20 bhp to Doc Block's infamous '52?/'53? Coupe, a net gain of nearly 40%!!! Digital enhancements lead us to believe that the canister is fully adjustable. The complete system should be available on your grocer's shelves as early as 2001, in spite of Stuyck Development chief Peter Stuyck's refusal to comment. Nice legs, Pete!

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Porsche 356 Carrera-1/2 price (Scroggiam)	15
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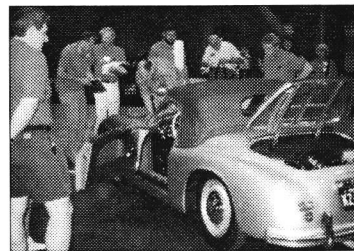
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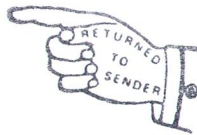
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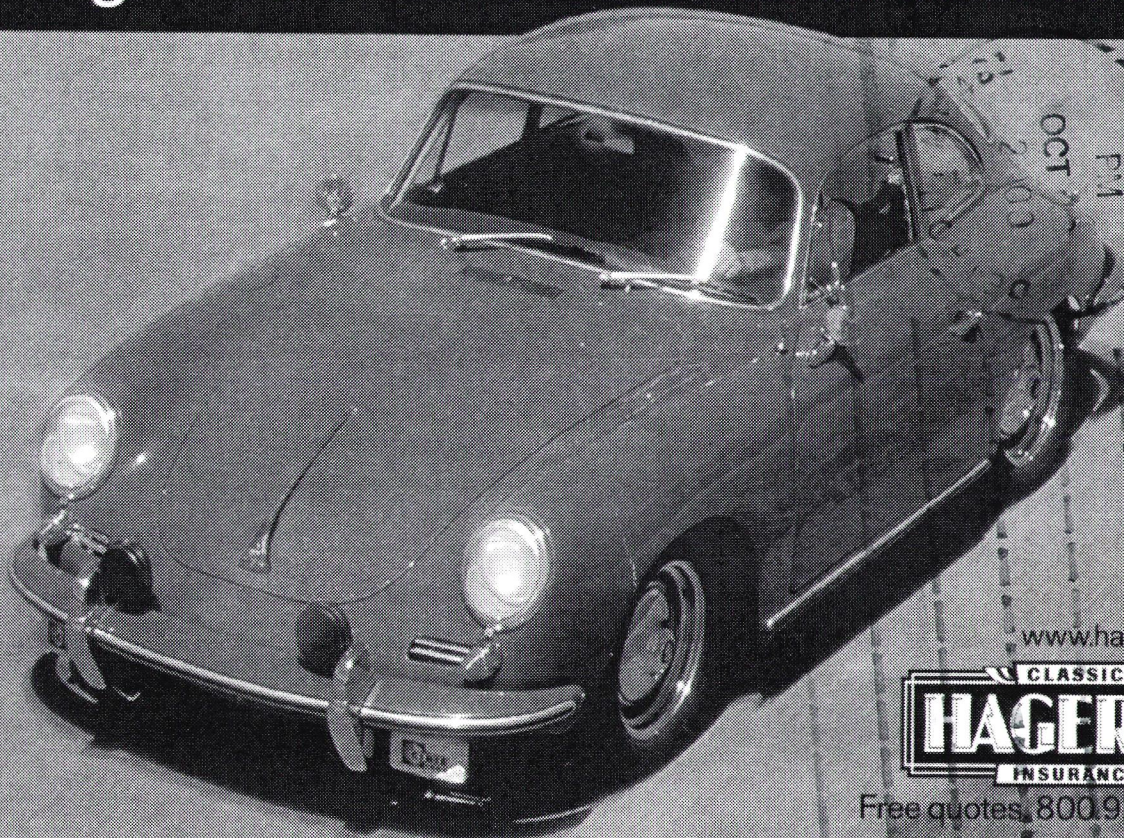


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