

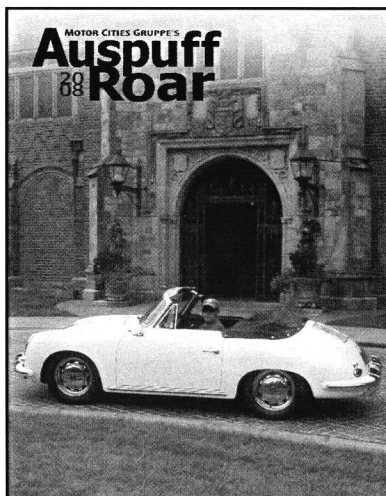
MOTOR CITIES GRUPPE'S

Auspuff 20 Roar

OCTOBER/NOVEMBER



ON THE COVER



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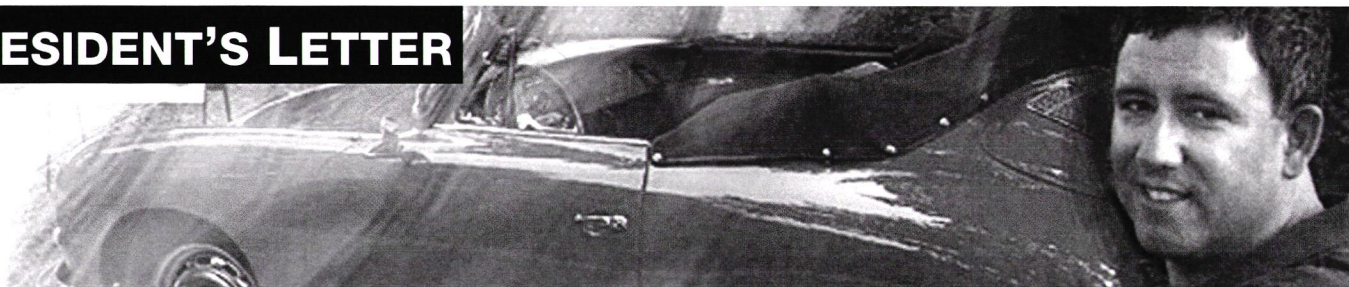
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PRESIDENT'S LETTER



CLUB BUSINESS

The Board met on September 20th to discuss club business and we all came to the conclusion that we are in fine shape. Barb Skirmants secured a certificate of deposit for the club in the amount of \$20,000 to be invested for 7 months. The 7-month rate was better than the 6-month rate and the 12-month rate didn't justify tying up the money for an additional 5 months. We will keep you apprised of all of our fiscal activities as they happen, but if you have any questions at all, please talk to your nearest Board member.

We discussed and made plans for the Fall Tour and Holiday Party, as well as discussing possible ways to choose charitable organizations in order to make contributions in the name of the club. We decided to let club members decide whom to donate to by writing in suggestions on the Trustees ballot (inserted in this issue). If you have a particular charity you are fond of, please write it in before you mail in the ballot. We will announce the charities and donation amounts at the Holiday Party.

Speaking of the Holiday Party,

this year's party is on December 7th (see the flyer for more details in this issue). The Board has voted to subsidize the cost of this year's party. You may recall that last year the cost was \$45.00 per person. That will be reduced to \$30.00 per person this year. The Club will be subsidizing about \$15.00 per person. This carries on with our theme of "giving back to our members", as we did at this year's picnic, which was free to our membership!

THE OLDEST SURVIVING PORSCHE??

In 1995, I invited Chuck and Cynthia Stoddard to display their Gmünd coupe at the "Eyes on Design" Concours when Porsche was the featured designer. When Chuck sent me the bio on the car he wrote that it was serial number 6, the "oldest surviving Porsche". "Sure thing" I thought as I read the bio, "next to 356-001" which was in the Porsche museum and still very much in existence. At the show I quizzed him about this and he told me that 356-001 was actually a VW prototype before they put the name "Porsche" on it. The

next day I scanned my first edition "Excellence Was Expected" and found no mention of number 001 being a VW prototype. Fast-forward to 2003 and the three-volume 2nd edition "Excellence" by Ludvigsen and the question gets answered, sort of. In the 2nd edition, Ludvigsen states that Ferry Porsche conceived the car not as a "Porsche", but as a "VW Two-Seater Sports Car" and would use the car as "a calling card to help open the door to a renewed relationship with the revived Volkswagen" which had nearly seen its demise at the end of WWII. The original drawings of Type 356-001 referred to it as a VW.

The excitement over the development of this sports car led the Porsche firm in Gmünd to decide to build a car of their own, and as Ludvigsen states "Thus they decided to name this VW prototype 'Porsche' to help publicize their new direction" The car was presented to the public as a "Porsche" in 1948. So while this particular car was being designed one way, their "production" version was conceived in a totally different manner. More on that later.

The chassis for 356-001 was a tubular space frame elegantly welded to provide excellent rigidity. The engine was a VW unit mounted mid-ship, and the Porsche engineers were unmatched at their ability to get higher performance out of the humble powerplant. VW parts were used throughout the car mostly out of familiarity with the product, but Ferry liked that they had been tested for more than a million kilometers. As Ferry stated, "If it held up in a Kübelwagen it'll certainly hold up in the sports car!" Robert von Eberhorst, who had worked on the pre-war Auto Unions, once rode as a passenger while Ferry Porsche drove the car. He shook his head in disbelief and said, "That's

really something. And all that from Volkswagen parts!"

Before the roadster was completed Porsche engineers had begun work on their "production" version of the car, known as Type 356/2. To make a realistic successful attempt at production, the car could not be designed as 356-001 was. This new version was completely different from 001 in frame type, body style and, most noticeably, the position of the engine. The chassis was now a boxed frame monocoque that would be much easier to manufacture in the old sawmill. The body style was also conducive to their production techniques, namely pounding aluminum over wooden bucks to form the body that would

then be fastened to the boxed chassis. The rear engine design now allowed for more luggage space and for rear passengers, at least in the future.

So there you have it. 356-001 roadster was conceived a VW, but born a Porsche. 356/2, including serial number 6, was conceived and born a Porsche. So who is correct here? Well, technically both Mr. Stoddard and the factory are correct. Chuck owns the oldest surviving car to bear the Porsche name from its very beginning, and the factory owns the oldest car that bore the name Porsche at its public introduction. I'm calling it a two-way tie!

Drive Your Porsche Day



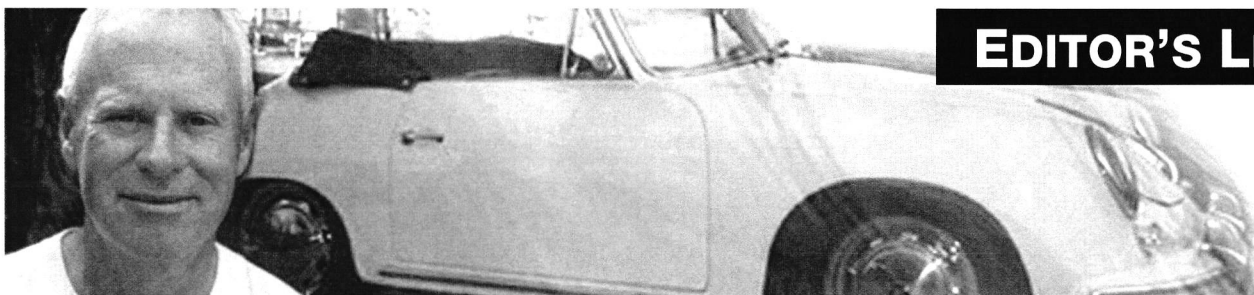
Vic Rivera Family: Cranbrook Academy –
Bloomfield Hills, Michigan



John & Carroll Thomson – At home in
Scio Township, Michigan



Ohio Tub Fanatics Corn
Roast: Tallmadge, Ohio



EDITOR'S LETTER

A few weeks ago, Barbara Skirmants sent me a box full of old Newsletters from 356 Clubs around the country and even from the Australian Registry. Not surprisingly, Barbara and Vic subscribe to all of these different newsletters because of their global 356 activities and their 356 Registry responsibilities. I think Barbara's idea was to show me what other clubs do (or do not do) and the overall quality of their newsletters.

I can't tell you how much fun—and how informative—it's been reading through these. Let me share some observations with you.

Some clubs appear to have tremendous turnout at events, while other clubs work hard to promote attendance and seem to be concerned about how many members will be able to attend. Knowing our club, we should be proud of the turnout at our events – we had approximately 35 cars at Ted and Lanita's house for the picnic. That's not bad for our little club. Look at the turnout at Neil's every Saturday. Some clubs seem to have impressive distance travelers as owners of 356s. They drive almost crazy amounts—like our good friends in the Florida Owners Group (FOG).

I can't tell you how much fun—and how informative—it's been reading through these.

FOG has a driving distance contest each year (something we may start in 2009!) and the miles that the top ten accumulate, in one year, are mighty impressive. They live the call of driving these cars. Of course, to a large degree, they have a 12-month season and perfect roads. Their enthusiasm and participation is to be commended. Given our shorter season, I bet we would do very well if we totaled up our club's total driving miles.

Of course, I studied these newsletters for quality and content. Many of these clubs do a great job in this regard. Some clubs seem to emphasize more of a technical slant on their topics, and some seem to focus on event stories and overall nostalgia pieces. I have learned something in each newsletter that I have read – a repair technique, availability of parts, a historical bit of information, the magnitude of regional repair and restoration businesses, etc.

We should take great pride in our newsletter. It may not be the literary quality of the Registry Magazine, and, unfortunately, it's not in color.

But Dan Christie's publications rival anyone's in the world, folks. We also get a lot of compliments from clubs all over the country. Because so many of you help me with such interesting content, overall, we do very well with our Auspuff Roar articles and information. Thank you.

Compared to many of you, I know that I am still learning about these great cars, but the extent of the 356 world amazes me. Vic and Barbara are mentioned somewhere in virtually every newsletter that I have read – they're like rock stars! Really amazing – makes you very proud. When you read about all of the 356 activities that go on all around the world, each and every week of the year, it makes you want to go attend all of these events.

Now if we could just get Vic to buy and retro-fit a C120 Cargo plane for us...

Enjoy these last couple months of the season.

Dave Preston

Valve Adjustment

By Vic Skirmants

Porsche used to recommend adjusting the valves on the 356 series every 1500 miles. Unless you drive like a racecar driver, every 2500 – 3000 miles is all right. After an engine rebuild and valve grind, I usually adjust the valves with .002" extra clearance to permit the valves to seat without closing up the lash excessively. I then readjust after 300 miles to the recommended setting, then again in 1000 miles, and then 1500 miles. If the valve clearances haven't changed much, I then go on the 2500 – 3000 mile interval.

I will outline the procedure I use, while emphasizing the fact that different people use different methods, all of which are correct, as long as the basic idea is adhered to: make sure you are at Top Dead Center (or near to it) for the cylinder you are trying to adjust. Remember that you do not have to set the crank pulley with a dial indication; one inch either side of the mark will still ensure you are on the base circle of the cam, and not beginning or ending a lift cycle. People from personal preference use various procedures; here is mine: (Remember that the valves must be set COLD.)

Remove the distributor cap and look at the rotor.

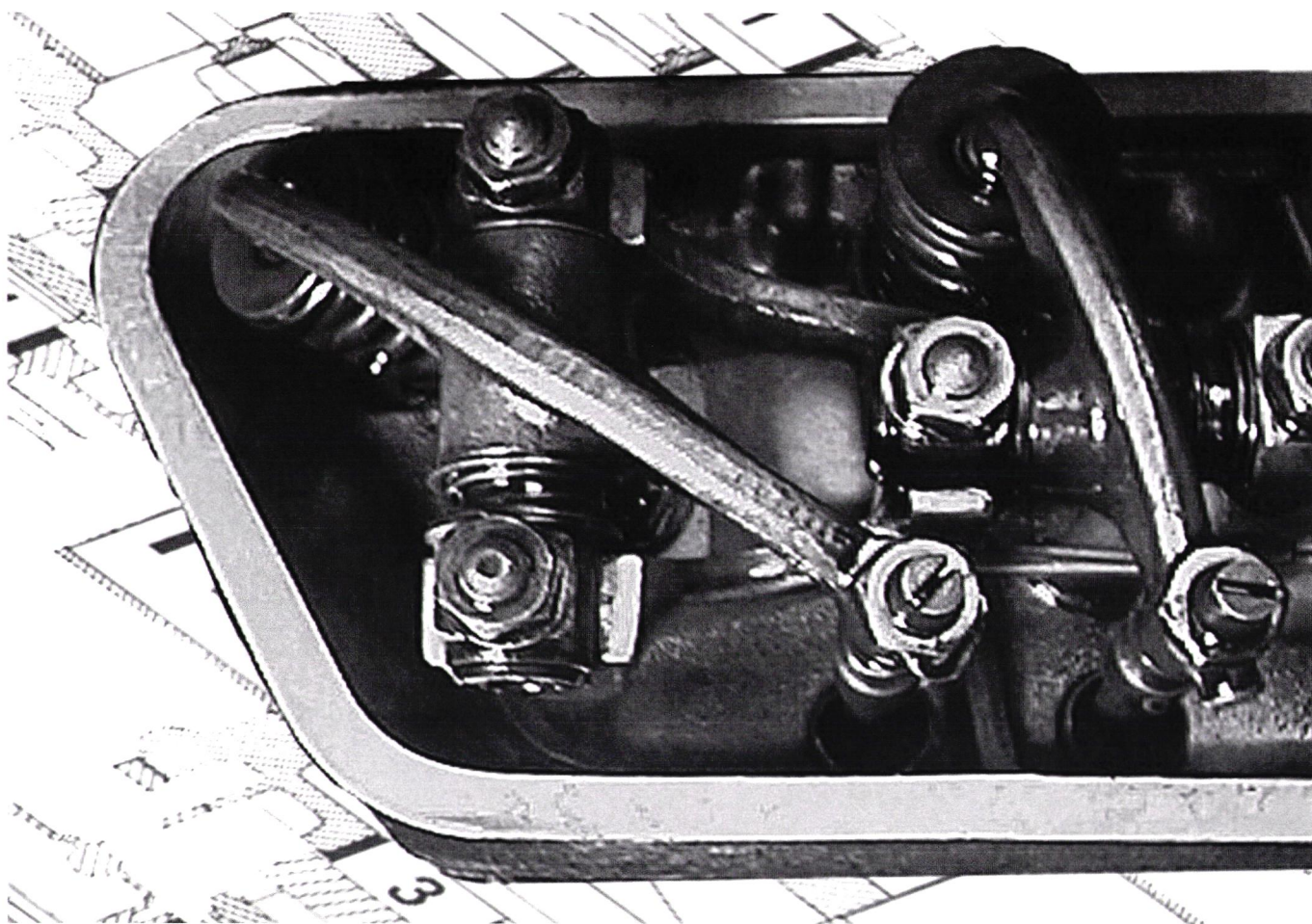
On the top edge of the distributor body is a very light scribed line in the 4-5 o'clock position. The rotor should point to this line or near it when cylinder #1 is at Top Dead Center. NOTE: It is possible, if your engine was ever rebuilt, that the distributor drive gear might not have been installed in the correct orientation, in which case check to see where the ignition wire for

#1 is located in the distributor cap. Assuming you've found the approximate point where #1 should fire, look at the crank pulley. It should be close to the "OT" mark. Now rotate the crankshaft clockwise to the point on the pulley that is 180 degrees opposite "OT".

You are now hopefully on #4, which is the left rearward cylinder, and your distributor rotor has rotated 90 degrees clockwise from #1. (Rearward and forward on a Porsche 356 are always referenced to the direction of travel; the flywheel is the forward end of the engine, the crank pulley is the rear of the engine.) Some people jack up the car to get to the valves; it is not necessary, but does make the job easier. Lay some newspaper under the left valve cover, pry off the wire clip holding the cover, gently pull the cover off, and wipe the oil off your elbows.

Check the gasket and look at the oil in the valve cover. If anything of a wearing nature is going wrong with your engine, the particles will flow up the pushrods and some will settle in the bottom of the cover. Since the introduction of the steel-core valve cover gaskets, it is no longer necessary to glue them in place. There is NO reason to use the old style gaskets anymore.

Take the necessary feeler gauge (see below for clearances) and slide it between the valve stem and rocker arm. Some people now loosen the adjusting screw locknut, rotate the adjuster until the clearance feels "right" and then tighten the locknut. As soon as you tighten the locknut, your clearance changes, no matter how tight you hold the screw with a screwdriver. My



procedure is to determine if the clearance is too loose or too tight, then: unlock the locknut, loosen or tighten screw very slightly, lock locknut, then check again. Repeat as necessary. This may sound tedious, but it isn't any more difficult than adjusting, then tightening, and then re-doing because it changed on you. If you have to rotate the screw more than one-half turn, you are probably on the wrong cylinder, or something is wearing too rapidly in your engine.

The exhaust valves are toward the outside, the intakes toward the center of the head. Adjust exhaust and intake, then rotate pulley 180 degrees clockwise to the "OT" mark; you're now on what is the left forward cylinder; #3; adjust. Wipe off cylinder head mating surface, and install valve cover. Make sure the cover is seated. Rotate the crank another 180 degrees clockwise, pull the right valve cover, and adjust #2. Rotate crank on last time (YES, 180 degrees clockwise) and adjust #1. If you have stayed awake during all this, you may have noticed that I merely followed the firing order; 1 - 4 - 3 - 2, I just start at 4 - 3 - 2 - 1.

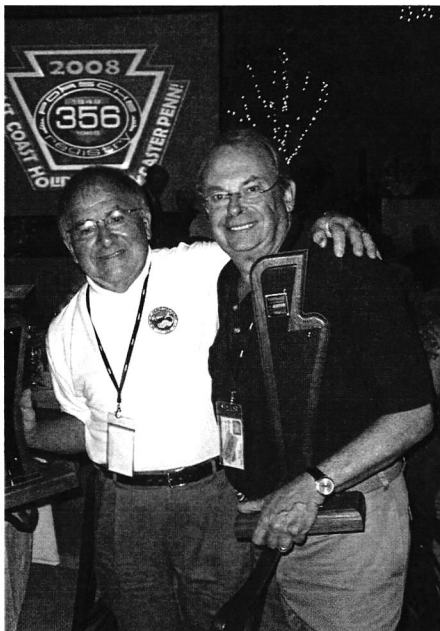
If your engine has been rebuilt and has different

cylinders or pushrods than originally supplied, stick to the following:

Basically, for the engines with the aluminum rocker arm pedestals, aluminum cylinders, and long aluminum pushrods, set to .006" in. and .004" ex. The pushrods with the short aluminum center (long steel ends) had the same expansion rate as the steel pushrods.

The S-90 "Ferral" cylinders (thin steel coating in aluminum cylinder) are to be treated like the "Super" aluminum cylinders with chrome lining (as far as expansion rate is concerned). The SC and 912 "Biral" (thick iron liner in aluminum cylinder) cylinders are to be treated like cast iron cylinders. For engines with cast iron or "Biral" cylinders and steel pushrods, set to .004" in. and .006" ex. If you have cast iron cylinders with long aluminum pushrods, change the pushrods.

(Editors Note: this article was updated and reprinted from the 356 Porsche Technical and Restoration Guide with Vic Skirmants' permission. It was selected as a reminder of how important this part of routine maintenance is for our cars.)



2008 ECH in Lancaster, PA

by Harry Kurrie

The 2008 East Coast Holiday combined planes, trains, 356s and a brief glimpse of what real wealth looks like into a wonderful event in the heart of the Amish country in southeastern Pennsylvania. In addition, the event celebrated original owners!

On Thursday, we traveled the back roads to Wilmington, Delaware for a look at real wealth – lunch on the veranda of the DuPont Country Club followed by a tour of Winterthur, <http://www.winterthur.org/visiting/visiting.asp>, the former home of Henry Francis du Pont (1880-1969), an avid antiques collector and horticulturist. After tea and crumpets, we drove

back to Lancaster for a wine and cheese reception at the headquarters hotel.

On Friday, the train activities began with a classic coal-burning steam train ride through the farms and countryside near Strasburg, PA, <http://www.strasburgrailroad.com/about-the-railroad.php> in the late afternoon. This was followed by a dinner at the Railroad Museum of Pennsylvania, <http://www.rrmuseumpa.org>. This is “huge iron” to the MAX, with numerous steam, electric and diesel-electric locomotives, plus rail cars, equipment and station vehicles from the railroad history of the U.S.

Saturday morning, the Concours took place at Grimes

Airfield, <http://www.goldenageair.org>, a 1930’s-style grass airstrip, focused on showing how the early days of aviation really worked. Numerous 1920’s and 30’s vintage planes are active there and a WW I Curtis “Jenny” was under construction in one of the hangers.

This was an early-start morning, so coffee and treats were available on arrival (after another fun drive). Large tents were welcome because hurricane Hanna chose to ramble up the east coast and dump a ton of rain beginning about 10:30. Since 356ers travel on their stomachs, all stayed through lunch and heard Brett Johnson’s lively story about his ’51 Cabriolet restoration.

The banquet on Saturday evening celebrated the whole event, Concours winners and recognition of the 18 original owner attendees, including Mike Robbins and yours truly. I expected to stand up at my seat with a few others in the room and wave. Instead, the original owners were grouped together on the concours field, were given an onstage appearance plus ovation and a wonderful trophy. I was WOWED beyond all expectations!!

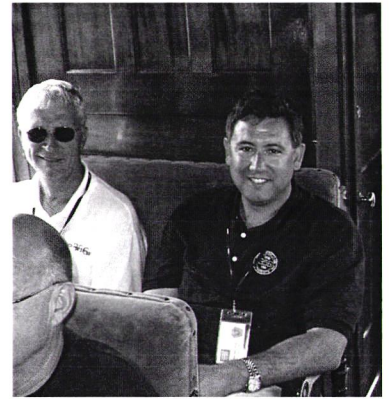
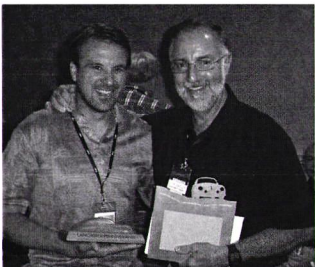
All weather was experienced through the event, except snow. It was really hot and sticky (an

o2cool fan is a great cooling gadget in a 356) until Saturday morning. Hurricane Hanna came through, with a cloudy early morning deteriorating into an all afternoon/evening deluge, but fortunately no major winds. Sunday and Monday were delightfully cool and clear for our leisurely return home, including tours of Fallingwater and Kentuck Knob, the Frank Lloyd Wright-designed homes in western PA.

For the trip east, Mary and I joined Carole and John McConnell and Shirley and Dick Gobba to travel the back roads of Ohio

and Pennsylvania. We all enjoyed the leisurely ride through the villages and towns, plus some wonderful 356 roads and seeing a covered bridge up close!

We all had a great time and congratulate the organizers for a unique, fun and entertaining event with great food opportunities!



Four Speeds and Drum Brakes

by Tom Tate, Boston, MA

Driving somebody else's racecar is always a bit of a challenge, especially when it's a 46-year-old Porsche. That's the challenge that I faced as I ran Vic Skirmants' 356 around the Mid Ohio track for the first time, back in June. It was my weekend rental and I certainly didn't want to bend it, as I was on the hook for any damage. Engine damage from an over-rev or bad shift would also show up in my loss column. I didn't want to appear slow, but, at the same time, caution told me not to try to set any lap records.

The orange coupe had been lightened to only 1710 lbs and the engine was putting out 165 hp. In addition to that, the transmission had been reworked to be more suitable on the racetrack, where first gear was never really used. First had been replaced with a second gear cog and the remaining three were spaced closer together so that the engine didn't drop off the power band on upshifts. Vic said that the power came on at about 5000 rpm and would pull strong until 7500 rpm. Anything under 4500 rpm was a 'waste of time'.

That engine speed discussion reminded me of my very first ride in a Speedster.

The owner was John Ames, who was a student like me at the University of Maryland. John is now out in the Denver area and his name has been all over the SCCA Solo II record books for the last 45 years. He continues to autocross to this day. He was going to show me how much faster his car was than my VW. As we roared around on the campus roads in first gear impressing everyone, I asked him what engine speed should be maintained. He said, "just keep it in the red area and it'll be fine".

An engine in a street car had a 4500 rpm redline that went to 5000rpm and could be used gently all the way down to 1500 rpm. That's a much different animal than the noisy orange beast that I tried to get out of the pits onto the track. I stalled it twice in spite of lots of practice over the years in temperamental rides. With no first gear and an engine that didn't produce any power until it sounded like the throttle

was jammed wide open, this was not a car that wanted to be treated gently.

With a lot of drama, I got the car down to the false grid, an area where the next race group gathers and looks each other over. It was also a time to tighten seat belts, fasten the Hans Device to my helmet and wonder how I got there.

This first run was one of two practice sessions and the lap times would determine the starting order the following day for the qualifying race. Once the finishing order was established in the qualifying session, the actual feature race was the last day. Between the two races was an endurance race that was basically an hour and a half of driving as fast as you possibly can with a mandatory five-minute pit stop in the middle. I had never hammered a car for that long, but it seemed doable.

I got the car out onto the track without anyone realizing that I didn't know what I was doing, but the car just didn't want to take off when I stepped on the gas. It would sputter and kick something awful before finally clearing its throat and taking off.

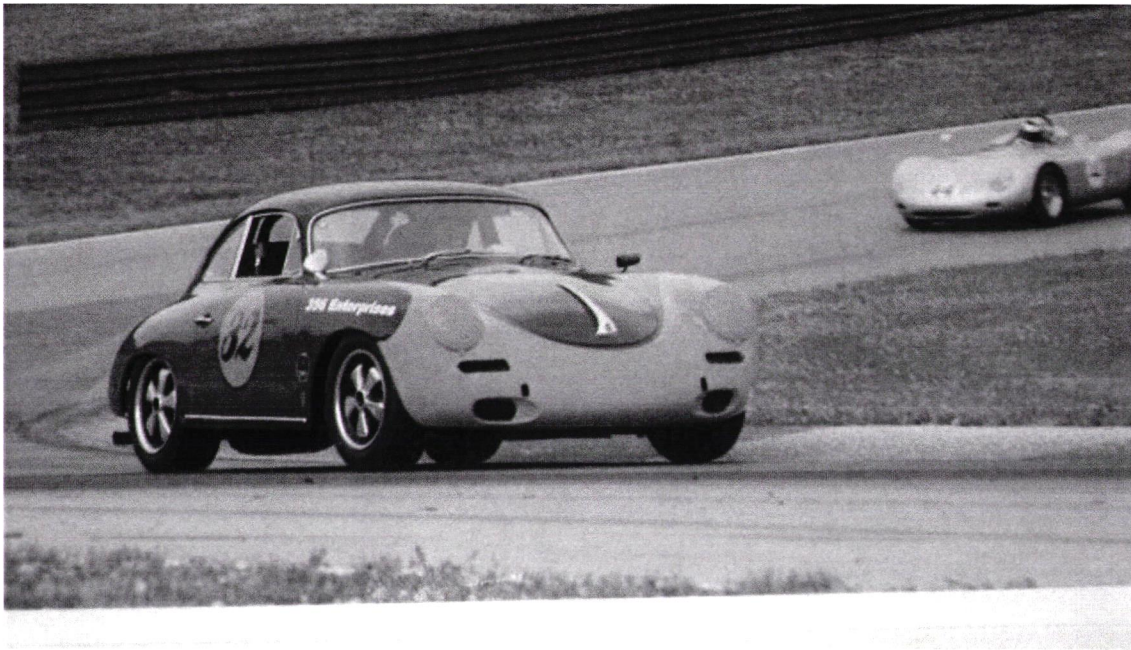
Downshifts going into lower gears were not a problem, but because the way the gearing was set up, coming out of the slower turns with any kind of acceleration was tough.

At the end of the twenty-minute session, I told Vic that the car was handling great but it was running terrible. He had been listening to the car as I went around the course and at two turns where I drove around in second gear he said that I should be in first. I hadn't come to grips with the fact that first gear was actually second gear in this car. After all the years of driving my brain just wouldn't allow my hand to push the gearshift lever into first gear at 50 mph. A street-driven 356 runs out of breath in first gear at about 15 mph.

I went out in the next session, talked to myself out loud and, downshifting into first gear, transformed the car. It pulled out of the turns like a train and never had so much as a hiccup. This was a racecar.

The car was geared perfectly for the back straight, as it

*It pulled out of the turns
like a train and never
had so much as a hiccup.
This was a racecar.*



would pull to 7200 rpm in fourth gear, which my math told me was 140 mph. Remember, this was a 46 year old car. The brakes were terrific, with never a hint of fading. They were solid discs from a 356 C and had no trouble slowing the car time after time, lap after lap.

I was starting to get some confidence in my abilities as I hustled the tub around the course with my lap times putting me 24th out of the 37 cars in my group. At least I wasn't going to be last. I did expect to be ahead of one of the other 356 drivers who were in Vic's group because he was 78 years old, but I just couldn't keep up with him. That gives me some hope that I can do this at least for a while.

Just before the qualifying race the next day, the H production buzz bombs, Sprites, Bugeyes, and MGs, were out on the track and we were on the false grid when the skies opened and, as they say in Texas, produced a "real frog-strangler". It rained so hard that the race before us was stopped as the tow trucks went out to drag the little buggers back in after the track turned into a river. Most of the British cars were open with no tops and you could see the water running out of them like bathtubs without stoppers.

We sat for a while as the storm blew by, as it tends to do in the Midwest, and after about 20 minutes followed the pace car out to see how it looked. My car was a coupe and I was nice and dry with a windshield between me and the car ahead throwing up spray. Many of the other drivers weren't as lucky as the water ran up their hoods and into their faces.

The course was wet but the cross track rivers had subsided, so they dropped the flag and off we went. I have always enjoyed driving in the rain. It takes a lighter touch and you have to be really smooth, like driving out on the ice on New-

found Lake in NH. You should know how much I enjoy that event every year. This was ice racing all over again, except it was June and 85 degrees.

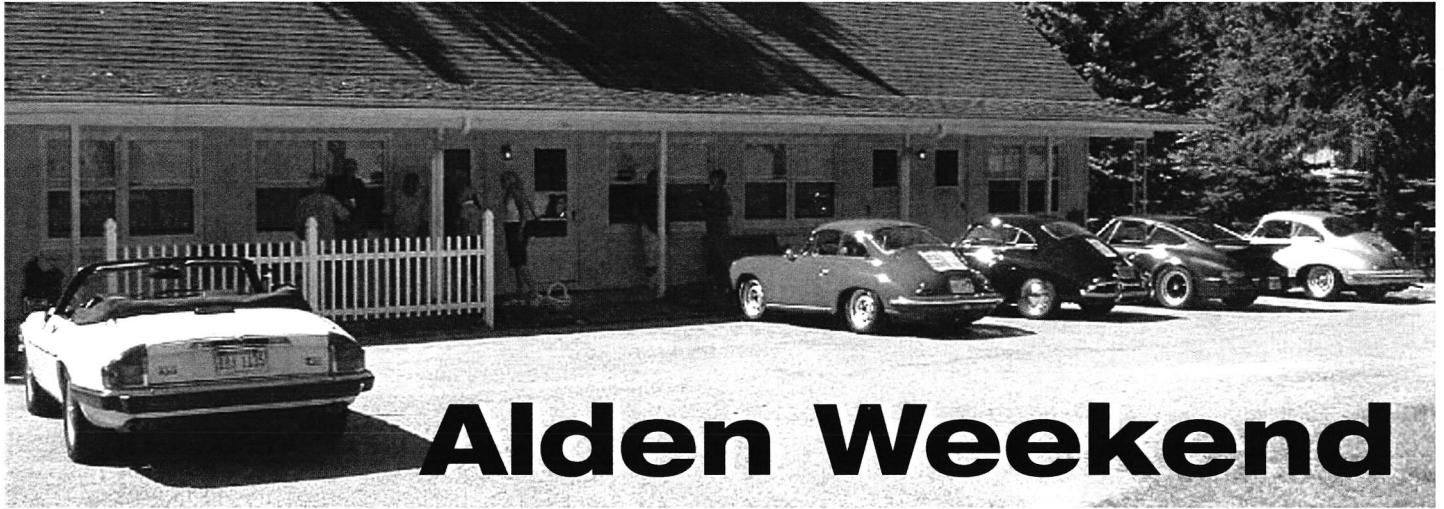
Like ice racing, traction is an all-important element in racing in the rain. In addition to other Porsches, I was running with MGBs, Elvas, Lotus Super 7s, and other front-engine, rear-drive cars that just didn't have the traction that the 356 had with its engine over the drive wheels. Coming out of turns on wet pavement, I could just step on the gas and be gone. They would do the same, but get wheel spin. I don't think that I passed as many on the track as I did alongside the track, as many cars spun in the wet and went off in the grass.

The little 356 I drove seemed to like the light foot that I used and never got out of sorts at all. At the end of the 10-lap race, I had moved up to 12th overall and would start the race the next day with a lot of faster cars behind me. I mentioned that to Vic and he said that it wouldn't be a problem, just watch my mirrors. Like I didn't have enough to do already!

The day concluded with a great cookout that Barbara put on for the bunch of us and anyone else that was standing around the pits. The ever-present jar of cashew nuts, lots of beer, beef, and potato salad made for plenty for all. It was a great time reliving the qualifying run as the sun sank into the Ohio hills, just like a rear racecar driver.

Next month we'll see if the weather is still in my corner, as the endurance race and the feature event see the starter's flag. As a hint, it rains a lot in Ohio in the summer but it never lasts long.

**Photo shows a Porsche Spyder behind my 356, but not for long*



Alden Weekend

by Lanita Dunham

The Alden Concours was Sunday, August 10th, and the picnic was Saturday evening and the drive was Saturday afternoon. Note - I'm going backwards here, so as to keep in form.

We left home Friday at 10:00 AM - we being Dick & Shirley Gobba, Ted & me. We joined up with Tom & Teri Hudson in Flint. I won't bore you with the number of potty breaks we took along the way, before reaching our motel, but I will tell you we had a very good lunch at Lumber Jacks in West Branch.

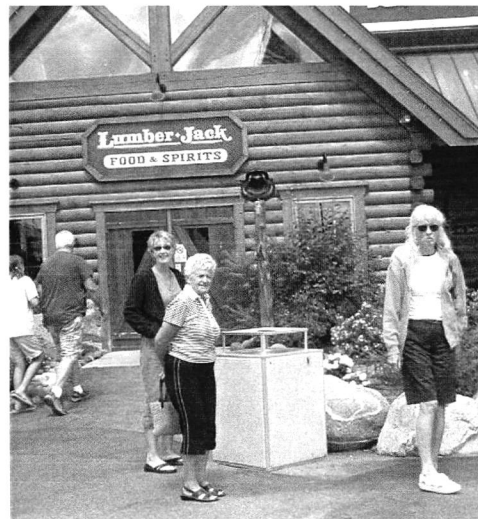
A pleasant drive and many miles later we reached Alden, then went a short distance further north up towards Torch Lake to Windward Shores Inn, owned by our new friends, Bob and Bernice Madison. What great people. They are members of the Twin Lakes Car Club and friends of Bill & Shirley Hallendal (of Bel-laire) and Dick and Diane Beecher (up from Higgins Lake). We were also joined by Vic and Barbara Skirmants, who took a more circuitous route. Also at our Inn were Tom & Linda Walton, who have a cottage at Elk Rapids, and two other

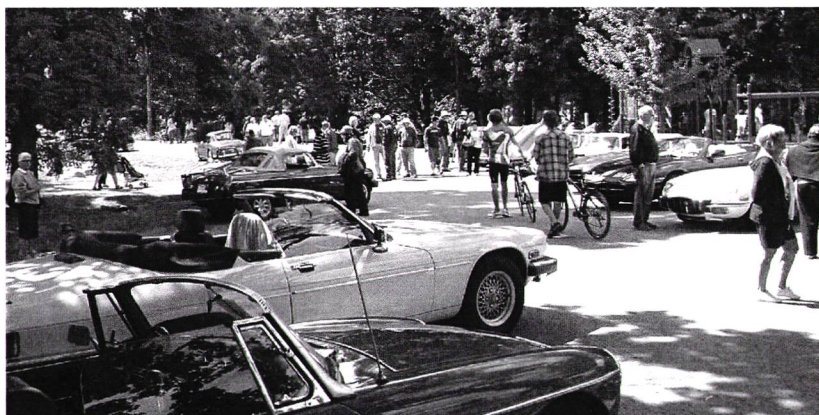
fellows joined us for a group of 18. We all went for a nice fish fry dinner at Shanty Creek Golf Course Clubhouse. Bob & Bernice led us on a tour back to the Inn. The thicker-skinned gathered round a fire pit and made s'mores, until their blood froze and then everyone turned in (On top of all the fish! Yuck!).

Saturday morning dawned cool and rainy, but undaunted; we headed to Hallendal's home for a

great breakfast that featured a wonderful casserole, fruits, breads and pastries. Bill's son Bob, his wife Becky and two sons were there visiting from Fenton. Bob is with Cooper's in Ann Arbor, so the world just got a little smaller. That was a house full with 16 hungry 356er's. We learned Shirley's favorite color is lavender, saw her beautiful Christmas tree that is a decoration year round, Bill's models, books and garage with really great cars. All too soon it was time to leave the Hal-

lendal's great hospitality and, en-mass, we decided to shop Antique stores in Elk Rapids, rather than head for the distant wine tour on Leelanau Peninsula, in the rain. We also needed to be back in Alden for





the “around Torch Lake Drive” and the picnic at the Alden train depot museum. While antiquing, lunch pangs brought us to “Pearls”. I’ve never been to the bayous, but this place could have been hauled out of one. Their food is great (especially if you like it hot), they have a huge collection of hot sauce bottles that cover an entire wall, and liqueur bottles lined up around the ceiling. They also have a full size alligator, a python, a dragon (with mouth open), and several of the largest mosquitoes (blow-up) you’ll ever see, lots of colored lights, dark walls & ceilings, and bathrooms to tickle your fancy in Mardi Gras style. It’s a trip south without the heat and humidity!

After this fun afternoon, we headed back to the Inn, to get ready for the tour and picnic (this means a nap, and change to warm cloths). Sebastian, “our intrepid traveler”, arrived and was greeted warmly. Shortly thereafter, we all started out for a leisurely drive round Torch Lake, which was part of the weekend activities. The amount of cars participating was large enough that one group went south to circle around the lake while the other group went north to do the same, with everyone arriving back at the starting point from opposite directions within minutes of each other!

The picnic was pot luck, and they all had good luck with their pots! Fried chicken was provided by a local store, with baked beans, macaroni salad and more from the guests. For our portion, Shirley had volunteered to purchase a large decorated cake donated by our group. It was a marble cake written with a welcome to Alden from the Motor Cities Gruppe and had a lovely dash plaque as a centerpiece. (The plaque ended up on my piece of cake



and I sure enjoyed licking the frosting!) After such a great day of food and fun, we took our leave and headed back for bedtime.

Sunday morning dawned clear and sunny, so we prepped for the upcoming Concours. We all drove into town and were given front and center parking, as Porsche was the featured marque. After a nice breakfast, we strolled around looking at the large number of assembled makes and models, shopped, ate lunch and then gathered for the numerous awards being given out. The Porsche contingent did very well, with the best of show going to a northern 914. The Concours drew SEM members from the area so we had some Boxsters and 911s participating.

It was a very nice weekend event and fun trip up north for us all. Next year we may try this again, (if Shirley will make that “Breakfast Casserole” again!)

Thanks to Bill Hallendal and Dick Beecher for making all of the arrangements for us. Special thanks to Shirley Hallendal for that wonderful breakfast on Saturday.



Camping in a Porsche 356

by Duke Hudson

Tom Hudson, my Dad, had been planning this camping trip for a couple weeks. He got the time off work and he kept teasingly telling me that we were taking a 356 camping trip to the U.P. soon, I pleasingly smiled back at him – letting him know I approved of such plans.

At 6:30 pm, Tom's shift was over. He wasted no time making some last minute preparations. I saw that he had left the passenger door open and seized the opportunity and rightfully took my place on the passenger seat. If he thinks for one moment – after weeks of pumping me up about how great this camping trip will be in his old Porsche 356 – that he is just going to leave me here at home...he's got another thing coming.

Tom locked up the house and hopped into the driver's seat. I looked over with a gleeful expression that told him, "I'm the best looking blond you'll ever get into this car, Pal!" Tom smiled and I leaned over and pressed my cheek against his while giving him a little lick across his face and I made a

couple of the special sounds that he seems to enjoy so much. Tom smiled and told me I was the best-ever and he rubbed my chest for a moment before he reached over and turned the key. The engine fired and we were thundering down the farm roads heading towards the highway I-75 and our first-ever Porsche 356 camping trip to the U.P.

This car just gets so much attention. At the gas station several people asked about the car and on the highway people kept giving the thumbs up as they drove by us – some even pulled out cameras and took pictures. No doubt, they also thought that such a good-looking blond in a vintage Porsche was worthy of a picture.

Passing West Branch and then Grayling, it wasn't too much longer and the sun was getting low on the horizon. It was cooling off and I just loved to have the window down – I got such a nice breeze across my face and body – it just felt wonder-

ful. Tom pulled off at the Waters exit, just south of Gaylord and turned in at the state park located on Otsego Lake. As we approached the ranger station for check in, Tom parked the 356 on the right side and he headed in to make arrangements. On the left side of the ranger station, cars are supposed to drive by slowly and show their already-issued camping permit as they waive to the ranger.

While Tom was checking us in, cars kept stopping in the right lane to ogle over me and the Porsche. The ranger told Tom, "Do you real-

ize with a car like that you are causing a traffic jam at the entrance of the park?"

Tom was at the park a week earlier with his 1966 BMW

motorcycle. He was taking it for

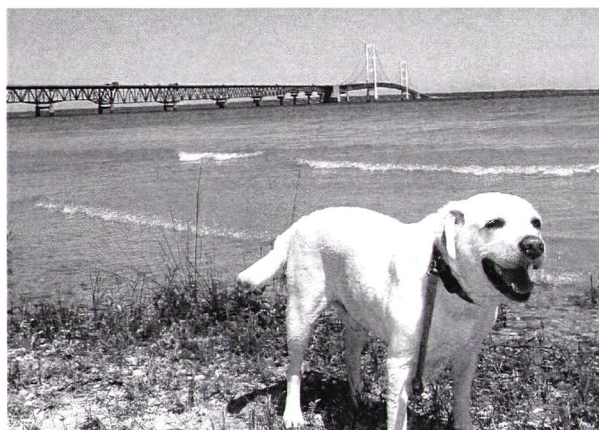
a ride to the Mackinac Bridge and thought that the Otsego State park might be a good first camping night when we had the 356. Tom already had his campsite # picked out. He

No doubt, they also thought that such a good-looking blond in a vintage Porsche was worthy of a picture.

is such a good planner...one of his many strong points which is one reason I have not run away.

As the sun went down and the campfires were lit around the state park, other campers all seemed to be gathering together in various sized groups. We did not have a campfire. It had already been a long day, Tom turned on the flashlight, we zipped up the tent and before you knew it – Tom was snoozed out. I kept looking out the little window as there was much activity at near by campsites. Kids were hollering for more marshmallows to cook. People were coming and going. I just had to keep watch as my instincts would not let me settle down.

As the sun rose and Tom awakened, he commented how sore he was from sleeping on the hard ground. He even suggested that we were not going to the U.P. any longer - that this was a bad idea. His body was just too sore and we were heading home. I looked on



in astonishment in a way that says, "How do you think I feel, buddy!?"

As Tom moved around some more and packed the tent and chair back into the 356 he came up with another idea. We were heading to Wal-Mart for an inflatable mattress. He parked around back where they have a tire and automotive service center, a lot less traffic there. His silver car should be safe. Some employees came over and marveled at the car while he was gone. I kept them company and I could tell that they liked me just as much if not more than the 356! About ten minutes later, Tom emerged from the Wal-Mart store and put yet an-

other box into the backseat. I assumed this was the inflatable mattress.

We passed over the Big Mac Bridge, sometimes referred to as the Mackinac Bridge. Lots of cool fresh air came in the window. It made my hair blow all around the Porsche. I didn't care, I'm the best damn looking blond he'll ever get in this car.

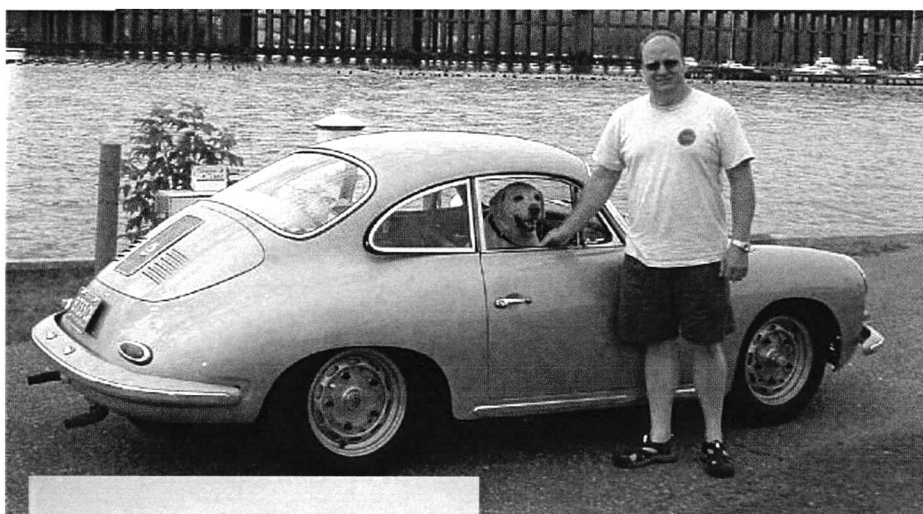
We made a couple more quick stops for a drink of water and to unload some fluids. We pulled into a cabin outside of Munising along the Autrain River. The owner is an old college buddy of Tom's. His name is Tim, but we all know him as the Big-T. Tom and I ran down to the river for much needed baths. The water was crystal clear; the river had a nice sand bottom. We tossed around the idea of pitching the tent at Tim's cabin, but the goal was Marquette, so onward we traveled. I was pretty tired after all this activity. I stretched out and snoozed as we traveled along the Lake Superior coast and on into Marquette.

Tourist Park in Marquette was a bit more relaxed than the Otsego Lake State Park. We drove in and picked out a campsite in a nicely wooded spot overlooking the Dead River. Tom checked us in with the college students that run the park.

We walked down to the Dead River, we then found a nice path and we hiked up stream a couple miles. We swam and waded through the crystal clear water, which was somewhat colder than the Autrain River.

I liked the new inflatable mat-





next to it on the inside. Tom sat there to keep an eye on me. Several of the employees came to the window to look at the old Porsche. I finally poked my head up as I sat up in the passenger seat.

The owner told Tom, "Wow, your dog sits in that seat just like a human would."

Tom told her, "Yes – he does do that pretty good doesn't he – and you should see him drive!" Of course Tom was kidding.

I'm a pretty lucky dog. How many dogs get to go on an 800-mile ride in a 1963 Porsche and a camping trip, too? Tom made a lot of stops for me and he kept calling it Duke's camping trip. Tom introduced me to a lot of people and I think I was responsible for him meeting several of those folks. I hope that we can do more of these kinds of things. We finally figured out how we can both fit on that small air mattress and I think I kick out a few BTU's to help keep Tom a bit warmer while we were camped in the U.P.

We returned home the next day. I was very comfortable lying across the passenger seat and my back paws we stretched out along the sleeping bag Tom molded into the floor area. Teri gave me a big greeting when we pulled into the driveway. I gave her the Duke smile and I wagged and pranced to show her how successful our Porsche camping trip had been and how excited I was to be back home again and especially happy to be back in my own bed that I don't have to share with anyone else.

As they say – it's a dog's life! Thanks, Dad.



tress Tom bought, but I was none too happy when he tried to get me to move off it. There was not room for both of us and he's got a few pounds on me, so I lost. He tried to encourage me to sleep on a beach towel that he put on the floor of the tent – not happening, pal! I curled up in the corner and did not look at him as we both slumbered off to sleep.

Sometime in the middle of the night Tom woke me up and invited me onto the soft cushy air mattress. This was much better. Tom, you guilty so and so, it's about time you saw the light.

The next day we drove around the Presque Isle in the old Porsche. It was a gorgeous, cloudless sky. We watched a freighter unloading a load of iron ore at the docks. Tom drank more coffee. What else is new? I

have failed to mention, Tom stops at a lot of Starbucks when he is traveling.

We went down to Lake Superior. What is it about Lake Superior? Tom always wants me to go swimming in it while he does not even get his toes wet. We stopped at a sub shop called Togo's and Tom got his favorite, a big Sloppy Joe on a submarine bun. We went down to the beach, had some water and I got a few bites of the Sloppy Joe. I see why it is a favorite of Tom's.

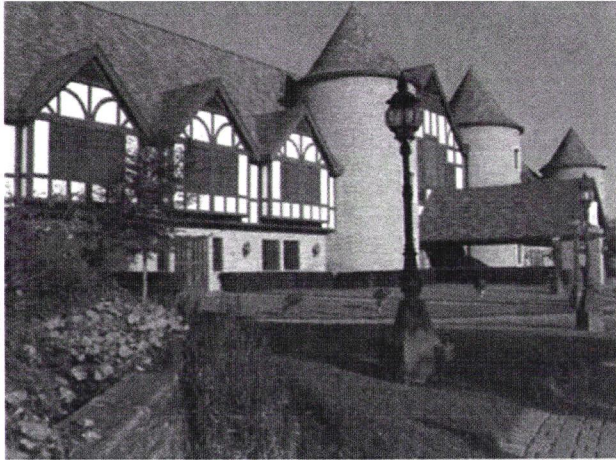
We returned to the campsite and hiked for a couple miles up and down the Dead River. We both took baths and played and laughed. This was a lot of exercise for both of us old guys. Going by dog years, I'm almost 70... do you think that plump Tom will be swimming upstream and hiking miles like this when he is 70? I don't think so!

We returned to the campsite and Tom broke out the wax and put some final touches on the 356 and we headed off to dinner. Tom has a favorite diner across the beach and street from Lake Superior. He was able to park right in front of a large window, which, in turn, had a table

356 Motor Cities Gruppe

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\$30/person - includes Dinner and Open Bar

(\$45 price is discounted by the Club subsidizing \$15 p.p.)

Please bring one great item per family for the auction

For reservations, contact Sue & Dennis Denyer (248/391-3268)
Mail checks to: Dennis Denyer, 2724 Aldrin Drive, Lake Orion MI 48360

*Deadline for signing up is **December 1st***

Dear Porsche Man:

Volume 1, Number 3

Readers: This next Q & A concerns a very technical aspect of our hobby, but I think most of you can follow along even if you're not technically inclined - and that's okay too.

Dear Porsche Man:

Here in Ann Arbor, we have been having a discussion about how to attach the Trichotometric Indicator Support to the fan shroud of a 356 for greater horsepower.

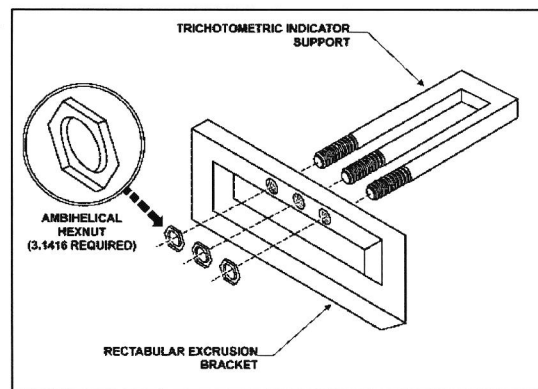
Can you help us?

Signed: Puzzled

Dear Puzzled:

You A2 guys have really picked a doozy, but I'll give it a shot.

Inquiries concerning the mounting of the Trichotometric Indicator Support indicate that some difficulty is being experienced with the bracket that attaches the support. As an aid toward fabricating the support brackets, the accompanying illustration is provided to show how the support is coupled between the differentialator and the carburetorphalsum. It will increase the flow of power between the magtometer and tappetmodulator.



Attaching the Trichotometric Indicator Support to the Rectabular Excrusion Bracket

1. Grease three of the two stiff threads of the Trichotometric Indicator Support (TIS) and one of the threads on the Rectabular Excrusion Bracket (REB).

2. Position the Trichotometric Indicator Support (TIS) diagonally opposite the gap in the Rectabular Excrusion Bracket (REB).

3. Insert the TIS sideways through the REB.
4. Knock sturdily into place with glass hammer.
5. Screw the special 3.1416 Ambihelical Hexnuts on the protruding TIS extensions. In the northern hemisphere, rightwards. In the southern hemisphere, leftwards. The application of this nut is unique in that any attempt to remove it only tightens it. Because of this design, the nut must be fully screwed on before it can be screwed off.
6. Turn the Ambihelical Hexnuts sturdily noting hemispheric preference with an electromagnetic ionic-discombobulator connected and used as a gauge. However, a torsion of 2.71828182845904 kN/ft²/°F should not be exceeded!

There you have it. Good Luck!

Dear Porsche Man:
When does life begin?
Signed: Wondering

Dear Wondering:
 Hands down.....Life begins when you drive your first Porsche.

Dear Porsche Man:
A fellow in our office is driving us crazy with 356 Porsche stories and photos;
what is your advice?
Signed: Tired

Dear Tired:
 You should be grateful; the 356 Porsche is a highly sought-after and treasured marque. After all, he could be talking about his kids' soccer games or showing you photos of his cats (ugh !). Why don't you consider buying a 356 and join in the fun? Besides, if everyone owned a 356, there would be more smiles and less stress in this world. (Maybe I could use that as my "political platform" when I run for the Board.) If this situation continues, I suggest talking with a therapist that I can recommend. He also owns a Porsche.

Porsche Man Pre-Election Tip:

I don't know about you, but right now if I hear another ad that says: "If elected, I promise....." I'm going to jump out of my skin. As old Uncle Phil says: "Everyone needs something to believe in -----so I believe I'll have another beer !!" God Bless America.



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ATTENTION: GRUPPE MEMBERS

OFFICIAL 2009 BALLOT

For 2009 there are two, two year term openings on the Board of Trustees. The following two people have been nominated to fill the vacancies: David Preston and Barbara Skirmants. Both are active in the 356 Motor Cities Gruppe, and are current Board members and have indicated their desire and willingness to continue to serve to help insure the continued success of the club.

PLEASE VOTE FOR NO MORE THAN TWO CANDIDATES. THE BOTTOM SLOT IS RESERVED FOR WRITE-IN CANDIDATES.

DAVID PRESTON _____
BARBARA SKIRMANTS _____
WRITE IN CANDIDATE _____

MEMBERSHIP RENEWAL:

You may also use this form to renew your membership. The annual dues are \$20.00 and checks should be made payable to "MOTOR CITIES GRUPPE". You can mail it in with your ballot.

MEMBERSHIP CONTACT INFORMATION:

IMPORTANT! Please update your contact information below. We need to know if anything has changed so that we can contact you regarding event announcements and publish a roster with the correct information. At a minimum, please provide your email address, as many of the addresses we have on file are no longer valid.

Name: _____

Address: _____

Contact Number: _____

E-Mail Address: _____

CHARTIBALE DONATION SUGGESTIONS:

The 356 MCG Board of Trustees has voted to consider making donations to 2 or 3 charities before the end of the year. We'd appreciate your recommendation of worthwhile charities to consider. Please write clearly!

Charity One: _____

Charity Two: _____

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Event Logo \$40.00
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event logo \$35.00
Wine Bottle 750 ml, w/etched
& painted event logo \$75.00

356 MCG Car Badge \$35.00

356 MCG Patch..... \$5.00

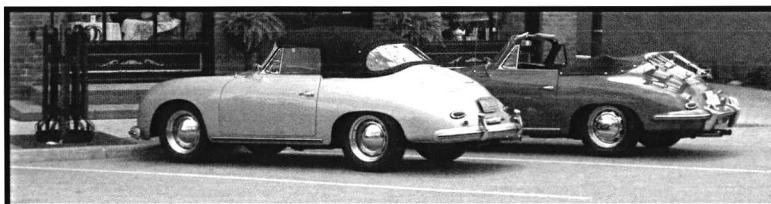
CLASSIFIEDS:

FOR SALE: 1980 911 SC sunroof coupe silver over black, no tail, SSI heat exchangers, polished stainless muffler, engine/trans professionally built by Wayne Kadrovach 15k miles ago with all new head studs, intermediate shaft, bearings, seals, etc, head work done, new clutch/ pressure plate and clutch cable, all new oil lines and oil cooler, alternator professionally rebuilt, new starter, braided plug wires installed, short shift, Momo shift knob, steering wheel recovered by Alan Gunn Leather along with Alan Gunn shift boot and parking brake boot, Lloyd mats, Fuchs Wheels by Wheel Enhancement, lowered to European specs and 4 wheel alignment done, Sanden rotary AC compressor, new Kumho tires, brakes serviced recently, Turbo Tie rods, Turbo valve covers, new fog light lenses, new "smile", 3rd brake light, 12 disc CD changer, new trunk carpet, new battery, interior is original with a nice patina and excellent black headliner, paint in excellent condition with no rust or corrosion, new windshield with new seal, sunroof works perfectly, new rear turn signal lenses, new ignition switch/lock (1 key works all locks), new CV joints (all four), Carrera tensioners, pop off valve, Mobil 1 oil until last oil change (200 miles ago) switched to Brad Penn 20w50 for ZDDP, valves adjusted 1,000 miles ago, everything works, including intermittent wipers. A real gem, this car drives as a 911 should. Have driven car on several long trips, very, very reliable. If you want a 911 to just enjoy without the work, this car is for you. 98k on well maintained chassis, 15k on drivetrain. \$19,900 *Sebastian Gaeta 734-645-9381 or spg356@sbcglobal.net*

FOR SALE: Early 911 Parts. Steering Rack, "J" Pipes & Flapper Boxes, Heater Valves, 912 Engine Sheet Metal, Fan Housing, Door Latch, Door Panels (black), Horn Grille (RH), Tach, Speedo, Temperature Gauge, Fuel Gauge, Clock, Vent Box. All parts are in good to excellent condition. Buyer pays shipping. *Contact: Bill Hallandal, 7200 Power Drive, Bellaire, MI. 49615, (231) 377-9310, PCA# 1988126756, 356 Registry # 5102*

FOR SALE: 1989 Porsche 944 Coupe (WPOAA0942KN451489) Guards Red / Black Partial Leather Interior. Rare Automatic Transmission. Air-conditioning and 4 wheel anti-lock brakes, power sunroof / with Saratoga top. Power: steering, brakes, windows, mirror, seat, and locks. Wiper, cruise control. Alpine AM/FM Stereo with 6CD changer plus original radio. Car not a show car. Stored in winters and driven by a nice lady who has owned the car for the past 10 years. Service records back to 1993. Excellent condition. *Please inquire with Bill Hallandal at (231) 377-9310*

Auspuff classified ads are free. Please submit requests for classified ads to Dave Preston at dmpreston2@comcast.net.



Upcoming Events

November 6 **MCG Board Meeting**
0:00AM at Stuart Tool
Initiate 2009 Election

December 6..... **Holiday Party** – Canterbury Village
(tentative date)

Motor Cities Gruppe
2853 Chancery Court
Rochester Hills, MI 48306



Dan Barnes
7634 Base Lake Drive
Dexter, MI 48130

Member 200

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INSIDE THIS ISSUE

