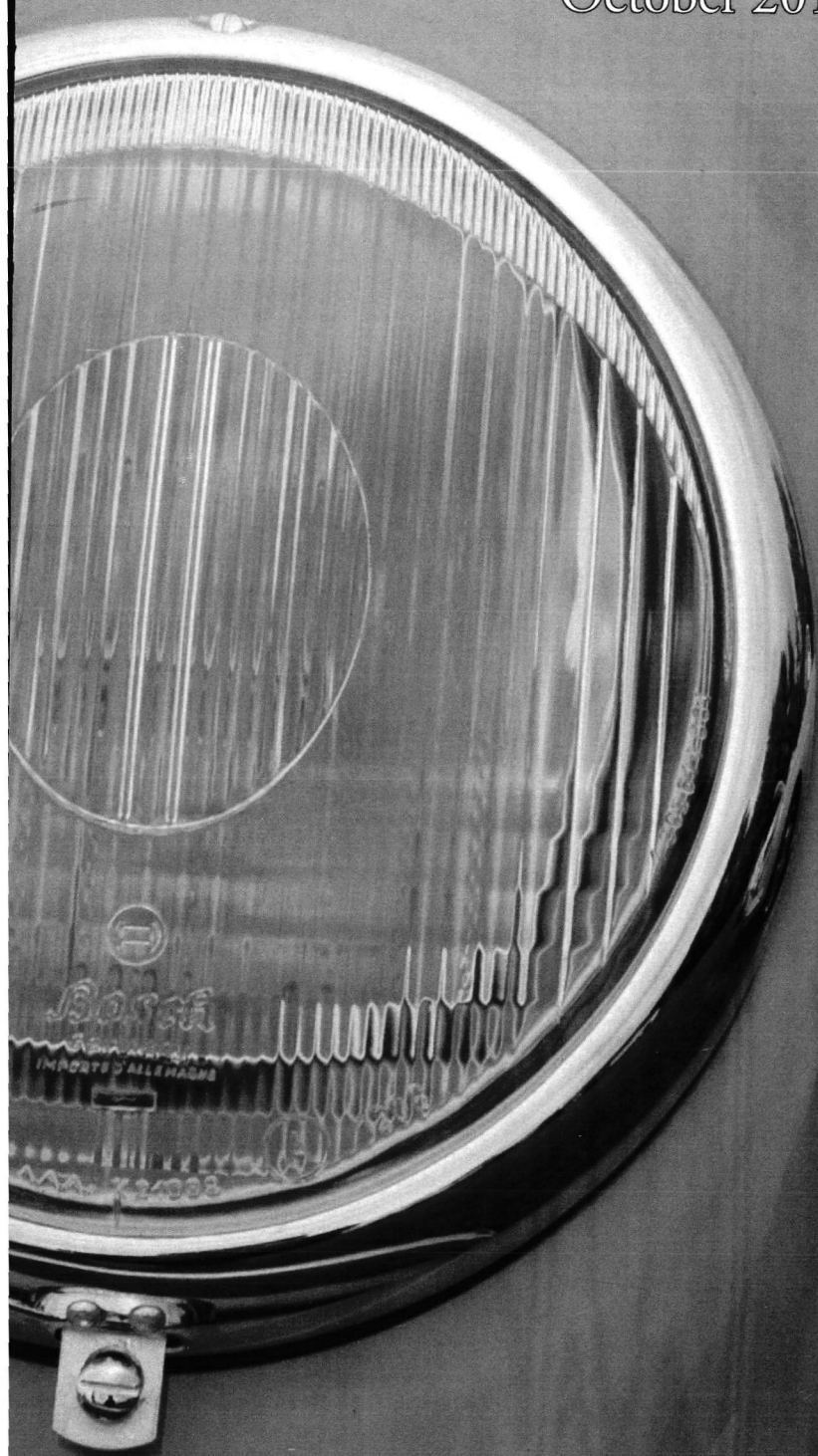
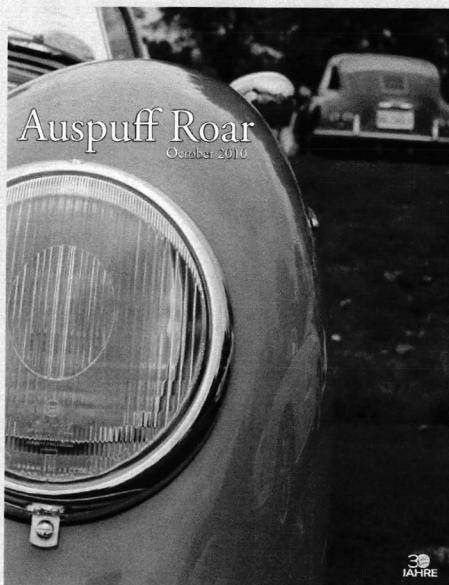


Auspuff Roar

October 2010



On The Cover



Jim Bulin photographs the front fender of his former Speedster at the 2010 East Coast Holiday.

Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe is \$25 per year due at the first of each year.

Advertising rates per issue are as follows:

Business Card size: \$10

Quarter page: \$25

Half Page: \$50

Full page: \$85

Please send membership dues to:

Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461

Please send materials to be published or advertising copy to:

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spg356@sbcglobal.net
Or mail to:
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4070 Brookview Ct
Ann Arbor, MI 48108

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President's Letter

It's been a very interesting few weeks since our last issue of the Auspuff – a lot of water under the bridge as they say. I experienced an unexpected health issue that cropped up in early September and I am fine now and have resumed about 90% of my normal life and schedule. But, one of the casualties of being under the weather was the Fall Color Tour. And I want to apologize to the Gruppe for that. I was very upset that for the first time in about 10 years, we would not have a Fall Color Tour. Due to my illness, we just did not have time to plan it properly and we lost time to be able to promote it. The trip was going to be a great one – out to the Air Zoo Museum and the Gilmore Car Museum in the Kalamazoo area. In an effort to preserve a fun trip, we're going to do that same trip next Spring. It will be our first Spring Tour with a Saturday night stay! Then, in true Gruppe fashion, Dave Peterson and Barbara Skirmants stepped up to save the day this fall! They are putting together a one-day Fall Color Tour up through Rochester and onto Frankenmuth. It is scheduled for Sunday Nov 7th, and please see the flyer on page 5 for more details. Thanks Barbara and Dave.

Lots of Club activities are in front of us as 2010 winds down. We have elections coming up for the 2011 Board. There are two seats opening up, Barbara Skirmants' and mine. We've put a call out for nominations and there is actually a ballot form in this issue, right behind the flyer for our annual Holiday Party at Canterbury. Please

consider running for a Board seat – we can always use fresh ideas and viewpoints. And, as you sign up for the Holiday Party, please vote!

Speaking of the Holiday Party, the flyer is in this issue for this year's party on December 5th. Shockingly folks, that is not that far off! This is our most important fundraiser of the year. Most of our annual income is derived from the auctions at the party, so please plan to attend and, as you have always been, please be generous with your donated auction items.

Once again Dennis and Sue Denyer, and Barb and Dick McLaughlin are teaming up to organize a great party for us.

Please also note in this issue that we have included a brief report of the Clubs financial status - which is very sound. The Board has made a decision to raise our annual dues by \$5.00 per year to \$25.00. This is the first increase in dues in a very long time, and it's being done to help offset rising costs in some of the services that we provide to our members. I'll have more to say about this as you look over the financial report.

This is a good opportunity for me to thank all of for your cards and notes and well-wishes. It's all very appreciated.

See you on November 7th and at the Holiday Party!

Dave

DRIVE YOUR 356 CONTEST - 2010

ENTRANT	CAR	MILES DRIVEN IN 2010
Doc & Freda Block	'65 C Cab 161564	3,441
Bill & Shirley Hallandal	'61 Roadster 89428	5,047
Bill & Shirley Hallandal	'61 Coupe 116432	<u>3,640</u>
Total		8,687
Heath & Kathy Hurlbert	'57 Speedster 83609	189
Heath & Kathy Hurlbert	'57 Outlaw Coupe 101239	<u>1,413</u>
Total		1,602
Vic & Barbara Skirmants	'65 C Coupe 222184	4,332
John & Carole McConnell	63 B Coupe 213045	1,445
Sebastian & Narmeen Gaeta	'64 C Cab 159286	2,101
Sebastian & Narmeen Gaeta	'65 C Coupe 222053	<u>567</u>
Total		2,668
Harry & Mary Kurrie	'64 SC Coupe 215734	1,519
Dick & Diane Beecher	'64 C Coupe 129947	254
Dave & Mary Preston	'65 C Cab 161047	1,316
Dave & Barbara Peterson	59 A Cab 151063	504
Charlie & Joyce Brown III	64 C Coupe 218381	1,705
Dave & Diane Burton	'61 Roadster 88969	TBD
John & Carroll Thomson	'61 B Coupe 200605	146
Ted & Lanita Dunham	'58 A Coupe 103607	TBD
Richard King	'65 C Cab 161636	TBD

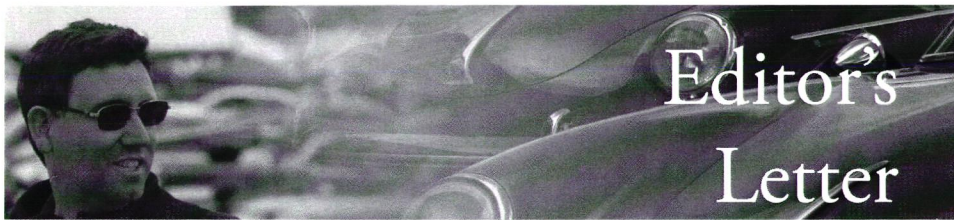
2010 Motor Cities Gruppe Driving Contest Update

With maybe another 30 to 45 days of driving season left, it looks like first place and the 2010 Championship is likely locked up by Team Hallandal – what impressive mileage! But, it's still a three or four horse race towards 2nd and 3rd place. There are some really great mileage totals in these standings. We'll announce the final standings at the Holiday Party. Please remember - our cutoff is November 30th.

Thanks to everyone who participated.

Dave Preston

Dave Preston
dmpreston2@comcast.net
(248) 656-9671 – phone
(734) 657-8980 – cell
(248) 218-5511 – fax



Editor's Letter

A Friendly Reminder -- We Own the Cars, Not the Streets.

The following is a subject that I think of often when the Gruppe takes an organized tour over some of our great Michigan back roads. I am constantly reminding myself to take it easy when coming upon any kind of residential area or a stretch of road that may cause an unsafe situation. People appreciate respectful driving when on *their* turf, and get pretty upset when things get out of control.. The following was printed in the October issue of the Bahn Stormer, the newsletter of Michigan's PCA Rally Sport Region and was written by Jim Christopher, their president:

The following letter from a Dixboro citizen deserves your consideration.

"Hello, Just a quick note to inform you that I am a resident of the village of Dixboro in Superior Township (Ann Arbor). On Sunday, September the 19th at 5:42 PM, two lines of Porsches drove through our village. I am going to assume that they were members of your group. I like a Porsche as much as the next person, but I am writing to complain about what I consider to be childish behavior of several of the members of your group.

The situation is as follows: As they entered the village on Plymouth Road, (near the crossroads at Dixboro Road), they accelerated ridiculously fast and inappropriately. They may have been within the speed limit, however, there is no need for the zero to 60 antics as you enter a populated area of a pristine village. I was in my yard and was shocked at the spectacle and the noise. FYI: The first three houses on the left as you enter this village are home to children under the age of 7. The first house on the right has grandchildren under the age 5 who are there every weekend. Each of those houses have dogs. One of those houses recently had a dog run over due to a speeding and drunk driver. The fifth house on the left also has a child, I believe to be under the age of five. This is a village, not a speedway.

So, if in fact the group that drove through our village was the one of which you are a member, would you mind having a chat with the members about the proximity of the houses to the road in this village, and to the village in general. I would really appreciate it. All the best and keep on 'Porsching' ...my made up word? :) Sincerely, (Name withheld upon request.)"

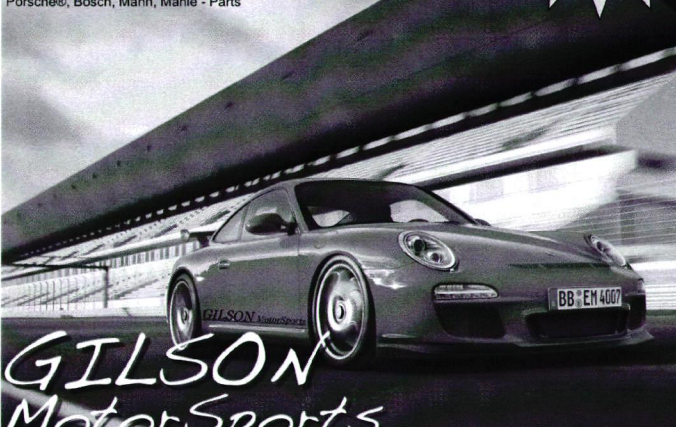
In responding to this woman I told her that there were no, organized, PCA activities in the Dixboro area on Sunday – this included RSR, SEM, MSR and MVR. More importantly, however, I expressed our agreement that aggressive driving has no place in residential areas. She agreed to allow us to reprint her email in the Bahn Stormer as a reminder to all of us to respect the neighborhoods in which we drive.

We weren't the guilty party this time – let's not be the guilty party in the future. Thanks, Jim. Well said! SPG



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TROY, MI 48083

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FALL TOUR 2010



THE GRUPPE WILL MEET

at the Rochester Cider Mill at 10 AM on Sunday November 7, 2010. In the spirit of Autumn, we will start the day with cider and donuts, and then leave at 11 AM sharp.

We will drive the beautiful back roads north to Frankenmuth and have dinner reservations for 30 people at Zhenders at 1:30 PM.

Get ready for the family style chicken dinner. The price is \$20.00 per person, plus tax and gratuity. Gruppe member Pam Chatley will be the featured artist at Bronner's on Sunday,

November 7th from 12 noon to 5 PM so let's stop by and support her!

This allows plenty of shopping time in town and for the "interested" parties, the Military museum is just South of Bronner's Christmas Shops. Please RSVP to either Dave or Barb at:

Dave Preston
dmpreston2@comcast.net
248-656-9671

Barb Skirmants
skirmants@hughes.net
810-688-9090

356 Motor Cities Gruppe 2010 Holiday Party



Kings Court Restaurant 2369 Joslyn Ct. Lake Orion, MI 48360
248-391-1900

**Motor in the
Holidays with
shopping, friends
and fun**

**Sunday
December 5th**

2:00PM to 7:00PM

**FABULOUS LIVE AND SILENT
AUCTION ITEMS**

**Please bring several great items
per family for the auction**

10:00am Shops open for browsing & buying
2:00pm Program starts PROMPTLY (bar opens)
Live Auction
Dinner

\$40/person

(includes dinner)

CASH BAR

*Please note that MCG will be
subsidizing \$10.00 per person
of the total cost!*

Buffet Dinner
Relish tray, Various Salads
Penne with Meat Sauce
Prime Rib, Seafood, Desserts

**For reservations, contact
Sue & Dennis Denyer 248-391-3268 or
email ddenyer@gmaintd.com**

Mail checks to:

Barbara Skirmants 3359 Kings Mill Rd., North Branch, MI 48461

Deadline for reservations is December 1st

2010 MCG Financial Report



As our club continues to grow, the board has decided that club operations need to become a bit more transparent to the membership. We will periodically provide minutes of the Board Meetings in the Auspuff Roar (AR) so that everyone can fully understand what we discuss and why we make the decisions that we do. Another issue lightly touched upon in the past is the financial health of the club. Shown here is a simple income statement and balance sheet. As you can see, we have run a loss of \$4229 deficit so far this year. However, with the December Holiday Party and Auction, plus the annual membership dues that will start coming in by then, that number will shrink and hopefully be close to zero by the end of the calendar year. The area that I would like everyone to look at is the club expenses of \$7900 in nine months of operation and realize that we still have an AR or two left to publish this year as well as the upfront costs of the Holiday Party to pay. Additionally this year, in lieu of our normal summer picnic, the Club subsidized our great 30th Year Celebration, which was an additional expense we will not normally incur. Except for this summer event and the Hall of Fame awards, we can expect to return to normal spending patterns next year, which will allow us to be self-sustaining.

We are, however, raising our membership dues by \$5 annually. No one can seem to remember the last time we raised the dues, but this is being done strictly to offset the rising costs for all the items the Club provides for you, our members.

You can also see that we have a bank account balance of \$4590, which is a nice cushion. But a quick glance at our expenses shows that we can burn through cash as fast as Vic drives at Watkins Glen. We must be extremely careful not to get into trouble. The item listed below our bank balance a \$20,000 CD investment. The vast majority of this money was made through merchandise sales at our 2007 ECH. Had we not put on the Holiday, our reserves would basically be the bank account balance, which as previously stated could be used up in a year or so if we are not careful.

We decided to invest the money earned at the Holiday and use it as an endowment of sorts to ensure the financial health of the organization for years to come. We hope to never have to use the money, just put the interest earned into the general fund. Financial planning such as this is what keeps organizations together and operating successfully for years.

Your Board of Directors works diligently to ensure that the money is well spent and that we give a terrific return to our members in the form of the website, AR, and well-organized events. We will continue to subsidize events for the members when we feel it is necessary and is the right thing to do. We want to be as responsible as possible to the membership, and the best way to do that is to ensure the financial viability of the club so that we all may enjoy the

benefits for years to come.

If you have any questions, suggestions, or comments, please contact any board member – we welcome your ideas. Our contact information is on the website at www.356mcg.com.

Regards,

David Preston
President, Motor Cities Gruppe

Income Statement Jan-Sept 2010		Current Period
Income		
Dues		\$690
Merchandise Sales		\$81
Auspuff Advertising		\$790
Events		\$2,110.00
Other Misc.		\$0
Total Income		\$3,671
Expenses		
Auspuff		\$2,406
Event Expenses		\$4,597
Hall of Fame Trophies		\$840
Bank & Credit Card Fees		\$12
Other Misc.		\$45
Total Expense		\$7,900
Loss of		-\$4,229
Balance Sheet		
Assets Jan-Sept 2010		
Cash in Bank		\$4,590
CD Investment (@%)		\$20,000
Merchandise Inv. Value		Nil or nominal value.
Equipment		
Other Misc.		
Total Assets		\$24,590
Liabilities and Equity		
Bills to be paid		\$0
Equity from Pre. Yrs		\$8,991
Period Gain of (Loss)		\$4,229
Other Misc.		
Liabilities and Equity		\$4,762

Attention: Gruppe Members

Official 2011 Ballot

For 2011 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 \$25.00 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: _____

Mail to:

Barbara Skirmants
3359 King's Mill Road
North Branch, MICHIGAN 48461

MOTOR
CITIES
GRUPPE



CALENDER
OF
EVENTS

November

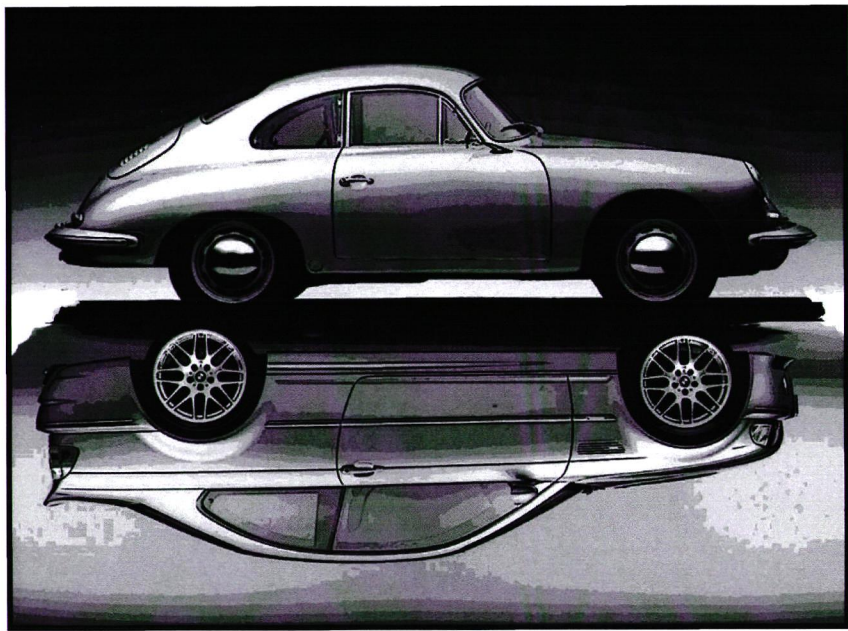
7th Fall Color Tour See pg 5

December

5th Gruppe Holiday Party

February

TBD 3rd Annual Chili Cook Off



Is your other car
a BMW?

We know you love your 356
(and we love it, too!)
but if you also have a BMW
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Saturday, November 20th
10 am - 2 pm

Details at www.munks.com

Please RSVP
events@munks.com

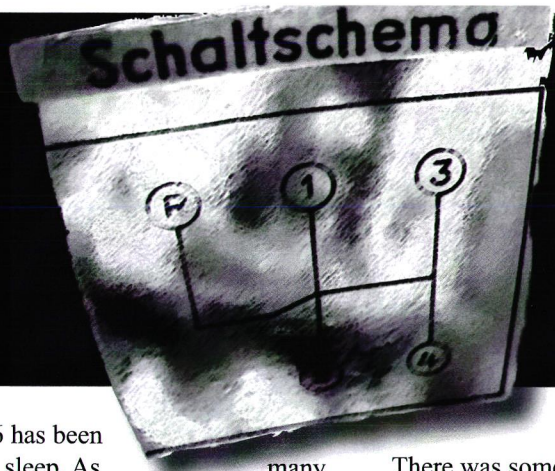


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Four Speeds and Drum Brakes

By Tom Tate



I am happy to report that another 356 has been returned to the road after a very long sleep. As many of you know my brother Bill has a '58 Speedster with VIN 83946. He bought the car in 1966 (that's another story) and drove it pretty much every day. Because of some carb problems, he parked it in 1977. Life interfered with the attention that the car needed so it sat in his garage until 2006 when I convinced him that we should drag it out of the shadows and restore it. I had redone my '58 Speedster (VIN 84354) in 1999 and he could see that they were great fun to play with in the summer months. Bill is in Maryland and has an even longer driving season that we do here in Boston, even more reason to bring it back to life.

In 2006 Bill had cleaned out the gas tank and lines in the hopes that we could take it for one last drive around the block before we dismantled the car for metal work and new paint. I flew down, and without much trouble we got it running and took that final ride.

The car was stripped that weekend and a month later it was brought up to Mass to a fellow that could work magic with sheet metal. The car wasn't that rusty but back in the day when the drivers floor had a rust hole appear the standard fix was to just weld in a flat piece of metal. That was back before they made replacement panels with the correct pressed patterns in them. The panel that was put in back in 1972 was solid but gave the car an "oil can effect" when you got in and out of the car. The current replacements panels are not a lot of money but there aren't many people around that want to spend the time to weld them in place using the original methods.

There was some rust found that required some attention and the car told a few stories once the paint was removed. The inside of the passenger door showed a neat row of holes with body filler squirting through like worms coming out of the ground. The car had been hit on the right door and the panel behind it. Years ago, to pull the damaged metal back into place, holes were drilled into a panel so that a device called a slide hammer could be mounted. This allowed the body shop to get close to the original line and then body filler or bondo was used to fill in the rest. All this had happened before Bill bought the car. There was bondo in the rear panel that indicated additional damage to the rear. Bill had taken a hit there in a parking lot many years ago that was never repaired, so it needed some work anyway.

A Hot Rod friend of the metal worker watched as the car was restored and agreed the he would paint the Speedster in its original light ivory color. He has done many show cars and took



on the project because he liked the idea of bringing the car back to life after all these years.

The tub was all done and on its way to Maryland two years ago when some medical issues interrupted Bill's progress. There was some delay but not a lot since there were bolts to be cleaned and small pieces to be painted with a rattle can. Knowing the day would come, Bill had started ordering replacement factory parts back in the mid '70's. In fact he even had duplicates of some pieces. By the time this project started I think he had all the parts he needed to complete the job, and at much lower prices than today.

I went down last year after Thanksgiving to help install the engine and put on some small items like door latches. The Porsche logos in gold were on the front and rear of the car and it really started to look like a show car.

Because Blackie, my '58 Speedster, was in the garage here in Mass, it was easy see how things were assembled if Bill ran into a problem that the repair manuals didn't cover. More than a few times I went out into the garage with the phone in one hand and a flashlight in the other. He was asking questions that I couldn't answer without looking. The internet age allowed me to email photos when it got difficult to describe how things were positioned. Who would've thought back in the day that something called a digital camera would be needed to put an old car back together.

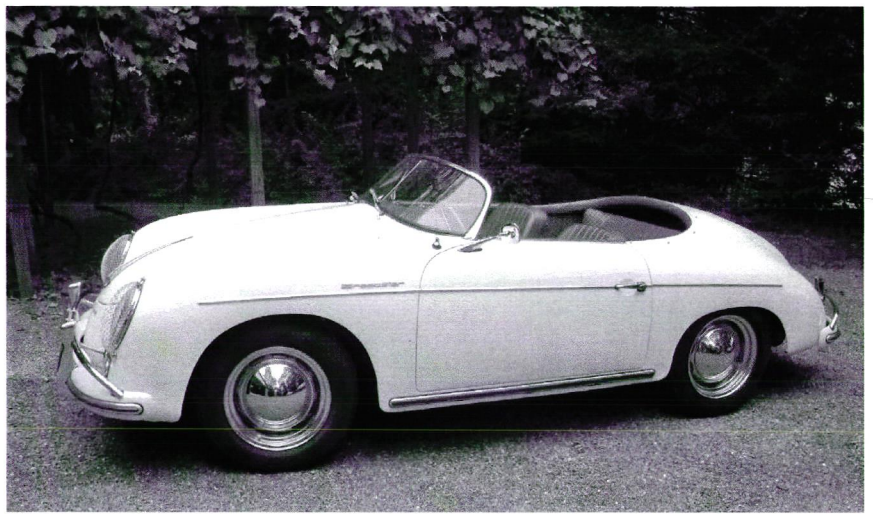
This summer with the end in sight I booked a flight to BWI to be there when the Speedster was ready to take its first drive. I figured that there were more than a few people that would like to be there also.

Bill has been a member of the Washington , DC 356 club called Porsche Owners Group (POG) since the '70's but for the last 35 years he went to meetings and events without a Porsche. In fact, many long time members had never seen Bill's car and weren't even sure that he had one. I knew a few of the guys down there and called them to see if we could organize a little surprise for Bill. A couple of them organized a group to meet about a mile from the house in a local park to come over when I gave them the call.

We were returning from a luncheon honoring our 95 year old mother and running about an hour late when I realized that I had no cell phone service as we drove past the park. I had to tell Bill that I needed to call my son in Phoenix from my cell phone and he would have to go back to the park where the signal was stronger. He turned around without a protest and drove down the path to the park. As he rounded the final bend a group of 356 Porsches came into view and he recognized a few of the guys. I jumped out to explain the phone problem and then we caravanned back to the house.

With the driveway filled with old Porsches and glasses filled with champagne we threw open the garage door for all to see. In short order the key was turned and the engine fired up as everyone cheered. It was a great reception for a car that had spent more than half its life in the garage. Unlike a car show, everyone was there to see only one car, the Speedster. Bill began to explain to those gathered the process that he had gone through and the work he had done. He was the expert and now knew every nut and bolt on that car. From removing gas tanks to installing carpet he could describe it all, he had done it himself. Everyone marveled at the final result and were now sure that Bill actually had one of those tubs, they had seen it.

The first ride occurred the following day as we needed to install the windshield and didn't want to try it after a few glasses of champagne. With only a gallon of gas in the tank a run to the gas



station looked like a good idea on Sunday morning so off we went. The car idled fine but didn't seem to run very smooth. Bill asked if I wanted to drive it back from the station and when I got behind the wheel I knew there was an engine problem. No power. It seemed to be running on three cylinders which was confirmed when we got home and began to look for the problem. If an engine isn't running on all cylinders the way to find the bad one is to pull the plug wires off one at a time while it's running until one doesn't make it worse. That's the bad one. Sure enough, the first wire I pulled didn't change anything, cylinder number 4 was dead. We took out the plug and fired the engine, the plug sparked just fine. That eliminated the distributor, the plug wires and the spark plug itself. The only other thing an engine needs to run is gas and a look down the carb showed that there was gas going in. Except that there was no evidence of gas on the plug, it was clean as new. Next we pulled the valve cover and I watched as Bill turned the engine over a full cycle. The intake valve on number 4 was not moving. I removed the rocker arm and pulled out the pushrod, it was bent. The intake valve had seized in the valve guide from sitting and had bent the pushrod. I hit the valve with a hammer to free it up and straightened the pushrod using the same hammer and the cement floor. Everything went back in easily and the car started right up and ran with full power, Bill was amazed, his old Speedster was truly back. Bent pushrods are like bent nails, they will only stay straight for a while and after a mile of so number 4 cylinder said goodbye again. Later we got another pushrod as a gift from one the guys that was there Saturday and the engine has been strong ever since. I asked Bill if the car had run poorly four years before when we took that last ride as I hadn't driven it and he said that it had. I asked him how long the engine had been sitting before that drive and the reply was 33 years. My guess is that the valve had been stuck all those years just waiting for attention. It sure is getting a lot of attention now.

This Speedster is really doing a great job for everyone. Its first public showing was last week at a Reston VA shopping center with the POG crowd. As everyone was inspecting the cars, a man came up and asked Bill if he was related to a Tom Tate. Bill said that was his brother and the fellow said that his name was Bob Fink, my roommate at Univ of Md back in the '60's. I had lost track of Bob in '67 when I left the DC area. Leave it to 83946 to get us back together. That car is going to have a great life.

KTF





Neil Goldberg
356 Restoration Specialist
since 1978

Mobile: 248.321.5501
Office: 248.588.8665

neil356@aol.com
1208 E Maple Troy, MI 48083

Gruppe Membership and Website Information

A membership address list is updated and published biannually and is mailed to all members with dues paid to the current date. Please check your address label for the year to see if your membership is current:

Please send dues to:

Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461
Dues are \$25 per year.

Also, please send your current
e-mail address to Barbara at: skirmants@hughes.net

This ensures that you will be kept up to date with important Gruppe information. Also note that your information will not be used for commercial purposes.

You can also go to our website 356mcg.com for current information. Please send any material suitable for the website to Tom Hudson at hudson@chartermich.net



Motor Cities Gruppe Membership Form

Join the Gruppe or renew your membership. Due of \$25 per year include six (6) issue of Auspuff Roar and e-mail announcements for events, etc.

Name _____

Address _____

City State Zip _____

Phone H _____ C _____

E-mail (important!) _____

Please mail this form and make check payable to:
Motor Cities Gruppe
Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461

You may also pay by MC/Visa by calling 810-688-9090 or you can fax this form to 810-688-9091

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NEIL'S BOOK

THE 356A PORSCHE



DOCUMENTED DETAILS
By Neil Goldberg

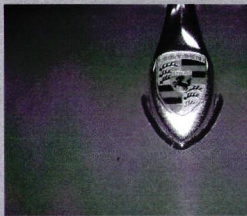
1958 356A coupe #103526 was purchased new in June 1958. For the next 51 years, the car was owned and maintained by just one individual who took great care in keeping the car as original as possible. The car remains exactly as delivered except for maintenance items. This book includes 214 color pictures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

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Undercarriage

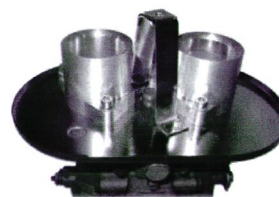
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The Perpetual Home-Brewed Restoration

By Phil Planck

In the last issue I went over repairing the “hole” at the bottom of the drivers lock pillar. I covered this, and this issues topic because I am trying not to duplicate what is covered so well in Ron Roland’s new book. As I recall, Ron does not devote to much to the engine compartment, so I will cover that in this issue. One would think that an engine compartment would not rust out, what with all of the oil and grease flying about in there. But, 356 engine compartments are pretty well sealed from most of this oil and grease, even when air seals are not well maintained. I first became a little concerned about the engine compartment when I was following Tom Hudson’s posts on 356 Talk and his web site. Tom showed where he had replaced the rear engine shelf, and probably some other metal in there. I thought to myself then that there is probably another area on Foam Car that will need repair. Until a little less than two years ago the engine was still in Foam Car, along with all of the original sound proofing material. I was to the point where I had already cut out rusty sections on both outer quarter panels right at the front, top of the engine compartment and needed to take out the engine to do that repair. Below is an outer panel hole on the drivers side. You can also see the cardboard template for one of the repair patches. The metal directly behind this hole was so far gone that I had to use the same area on the other side (which was not as bad) to reconstruct the shape.



So, after removing the engine and placing it on an engine stand I began carefully removing the tar paper insulation and taking lots of pictures to show how it was originally overlapped. The foam I was not so careful with. After assessing the rear and side engine shelves, I decided replacement was in order for these parts, as they were pretty rusty and deformed. Plus, with the shelf panels out of the engine compartment it would be much easier to climb in there to do other rust repair. Being long legged, I was able to step into the engine compartment once the lid and hinges were removed.

Unfortunately the picture was pretty grim. Here comes a *bunch* more hours repairing more rust. So, taking a break from rust repair I decided to tear down the engine to see what I had, and how bad it was. But that is another story. The image above shows what I had to cut out on the drivers side front of the engine compartment to remove very thin, pitted, holey metal.

There are there two different panels here, and the bottom one needed to go in before the top one, as the top one overlapped the bottom one. The bottom one is actually the quarter inner panel that starts at the lock pillar and goes all the way to the back of the engine compartment. From what I have found, the quarter inner panels both front and rear are the thinnest sheet metal used on the T6, being approximately 22 gauge. Thus, it is prone to rusting through a little faster than the heavier metal. I made the “patch” in several pieces because at the top of the quarter inner is a double flange that also tapers on the flats as it gets to the rear end of the flange section. Near as I can figure, the outer flange is where the roof and outer quarter panels butted up and they were spot welded to this flange. So, why so much rust in this area? My guess is several reasons: One, the bottom of this joint inside the wheel well is very narrow, and was stuffed with body caulk. If there is not a good seal, water, sand, salt, etc. can get wedged up in there to begin the corrosion process. Two, if the quarter window leaks or is left open during rainy weather, water just runs right along this shelf and ends where the flange tapers to an end. So now you have corrosion working on both sides of the metal,



and probably there was no sealant where the roof and quarter were spot welded to this flange, so water made its way to that joint also. Third, if the rear window leaked, water also could easily run to

this same area. And fourth, the insulation padding is backed by a water absorbent material, so the water is retained much longer before drying out. To repair this area I started out as with most other rust repairs by making a template. I first made the top double flanged part of the template. As I wrote earlier, I had to use the remains of the passenger side metal, along with the factory parts diagrams to reconstruct this. Even with all of that, I still did not do it quite right, as the vertical portion of my flange was straight, but should have followed the contour of the outer quarter panel. The “V” shaped portions are horizontal and the rectangular portions are vertical.



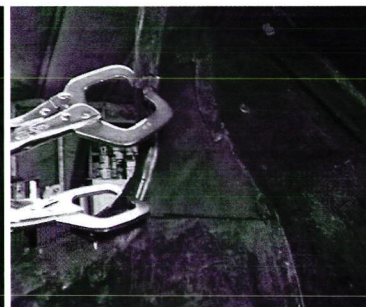
I then made the large part of the template. Not an exact fit, but small pieces can be taped on to make it exact. I had a hard time making the top double flanged part out of one piece of metal so I made two pieces and

welded them together. I just could not get the double taper and width to come out in the right spot. The larger part of this patch was pretty easy to make. Shown left is the three piece patch welded in. The 22 gauge steel made welding a little harder, but by now I had lots of practice on 22 gauge elsewhere. Next up is the overlapping piece. This patch was actually



made before the large quarter inner section was cut out so that it had the correct shape. You can see the other side of it (pizza box) in the first picture above. It was hard to fit, and had a radius-ed flange at the rear. Below is the starting template and the patch panel wedged into place and clamped.

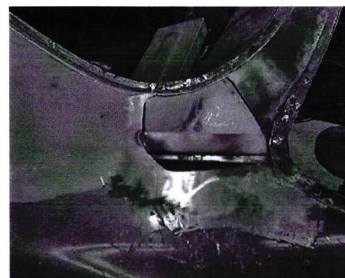
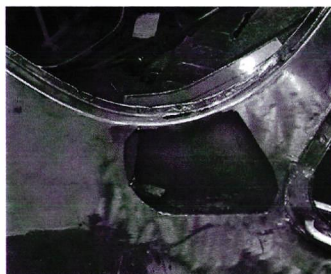
It had to be spot welded to the rear window flange so enough material was left to trim it flush with the flange once it was finally positioned and welded in at the other locations. This patch piece was welded in, which completed the engine compartment repair in this area.



This picture shows the finished area painted with Eastwood's Corroless primer. No smoothing was done on these welds, as this will all be covered with insulation material.

Also, note the

reference dimension from the flange above the 3 circular depressions down to where the side shelf used to be. This will come in handy when the repro shelf is installed. Below is the hole in the outer quarter panel with all of the rusted metal behind it finally repaired and ready to receive its patch. Again, I had to re-contour it to be flush with the outer patch so that there was a tighter seal to the wheel opening. That was done by slitting it vertically in the middle, then slitting it along the bottom bend. Then it could be re-formed to be flush with the outer patch.



The passenger side of the engine compartment required this same repair, and came out a little better, because, “practice makes better”. Next issue, will be more engine compartment repairs as there was some accident damage that had to be repaired, plus installation of the repro engine shelves. ◀



The 2010 356 Registry East Coast Holiday, Cleveland Style

By Lanita Dunham

Photos by Jim Bulin, John Chatley, John McConnell, Michael Gilson, Phil Planck, Dave Flesch, Chuck Stoddard



Yes, so close it would be an easy drive. Now, I have to admit that we didn't plan early to attend Holiday due to Ted's recent health issues, but it was a last minute quest to join our friends at this nearby event.

Roberta Heller was most accommodating and John Chatley came up with a room he didn't need, so all that was left was to pack. Fortunately, we have a well stocked closet. We made plans to drive down with the Gobbba's and McConnell's since John has done a lot of traveling and knows how to get to Warrensville, Ohio (Where? Southeast of Cleveland). If I said about 12 miles south of Stoddard's in Willoughby, most of you would be immediately familiar with the location of the Holiday. Bruce Schwartz and company had done a great job of planning the event to meet all tastes and interests at a good location. The Marriot was a great host hotel with very nice sleeping rooms, adequate space for registration, goodie store, hospitality, tech sessions and a beautiful awards banquet and meal.

Driving down on Wednesday we arrived in time to head over to Chuck and Cynthia Stoddard's WONDERFUL garage and home for a friendly get together with their adopted 356 Motor Cityess Gruppe. Having not been there before, I could hardly believe my eyes. What a collection of great cars and Such a big garage and so many cars! Such a big house with eight Maine coon cats, just unbelievable! Our Florida member, Denny Zamler, was there to have a check on an issue with his headlights going out after dark in Columbus on his trip north. Seems it corrected its self. (Better have that one checked out real good!)

Chuck had made plans for all of us to go to a Sushi Buffet—in Akron. That's an hour away and many of us were far too hungry to wait that long, and if any of you know Ted you know he won't eat anything that isn't of American origin. So John & Becky and Ted & I drove back to the hotel and had a very good meal at the Olive Garden. Yeah I know, Italian, but it was cooked, not raw! (ed. note: I've been there before with C&C. It's

called the "Yellow Tail" and if you ever have the chance to go, do it. Chuck and Cynthia know good food and that place is terrific. Plenty of cooked food, not just raw sushi!-SPG). Michael, Suzanne & Howard Gilson (and friend Lisa Carissimi) dined in Chagrin Falls nearby, and had a fine meal while overlooking the falls in this lovely little town. You need to know that this area of Ohio is quite rolling, valleyed and hilly so the events of Thursday and Friday were perfect. We had a choice of driving thru Amish country, to the local metro parks and falls, or seeing sites in Cleveland.

Thursday evening we all boarded buses for a welcome party held at the Rock and Roll Hall of Fame. WOW! Elvis, Bon Jovi, Fats Domino memorabilia, and many more all in one place. With food stations and drinks available on the first and second level of the 6

or 7 floor glass pyramid building, it was a very impressive event. Friday morning was a free tour of the local NASA facility, which was pretty cool. I Can tell you what we saw, but then I'd have to kill you!

Friday night was a street party in Chagrin Falls with 356 parking throuout downtown, a free beverage from Gamekeepers Tavern and then dinner on our own.

Saturday was concours day and the entrants were up early to dry their cars from the night's rain storm. The lovely fairway of a golf course was the perfect site to display a hundred or so great 356 Porsches, sorted by classes and set apart by greens and sand traps. It was Glorious to say the least. Although the day was cold, we



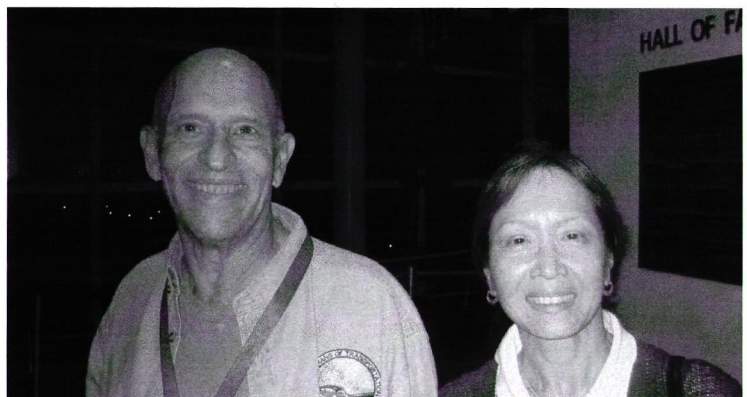
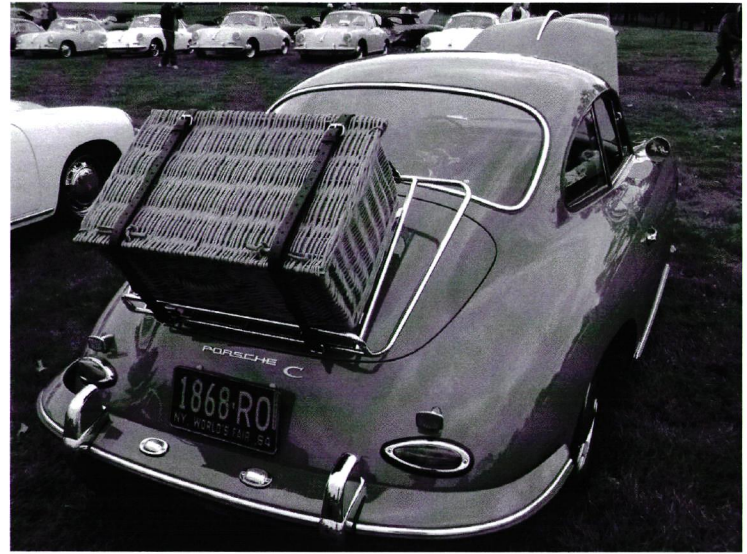
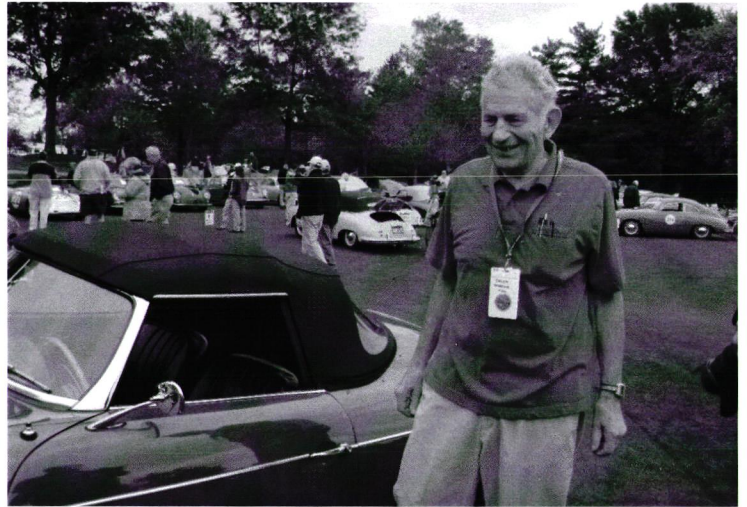
all enjoyed walking around the cars to pick favorites from each class. A very nice lunch was held on the patio of the big clubhouse overlooking the fairway of shiny coupes and convertibles.

At the awards banquet that night, we all learned who were the class winners and two of our Michigan people brought home trophies. 'Ata boy, Neil Goldberg and Michael Gilson. The best surprise of the evening was when Registry President Chuck House presented the "Sparkplug Award" to our own Sebastian Gaeta. How impressive is that? A national award! More nice door prizes, then a band took over to complete the evening.

Of course morning brought the usual swap meet in the parking lot where "new" old parts were ferreted out by the participants. Yes,

Ted brought home a few greasy things you may see on a future restoration. With goodbyes said to old & new friends we all left for home very happy after another great 356 gathering. Our very best wishes from all attendees to Dave Preston and Dave Peterson for more GOOD health to follow you.

Attendees from Michigan were: Vic & Barbara Skirmants, Neil & Peggy Goldberg, John & Becky Denyer, Dennis Denyer, Phil Kubik, Dick & Shirley Gobba, John & Carroll McConnell, Ted & Lanita Dunham, Phil & Nancy Planck, Keith Blake, Jim Bulen, John Chatley, Michael & Suzanne Gilson, Howard Gilson & Lisa Carissimi, Joe & Veronica Jakabus, Harry & Mary Kurrie, Roger Miners & Fred Uchwat, Vic & Lucy Rivera, Lucy's brother, Rick Riley (from Southwest MI), Jeff & Joel Topf. ◀



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