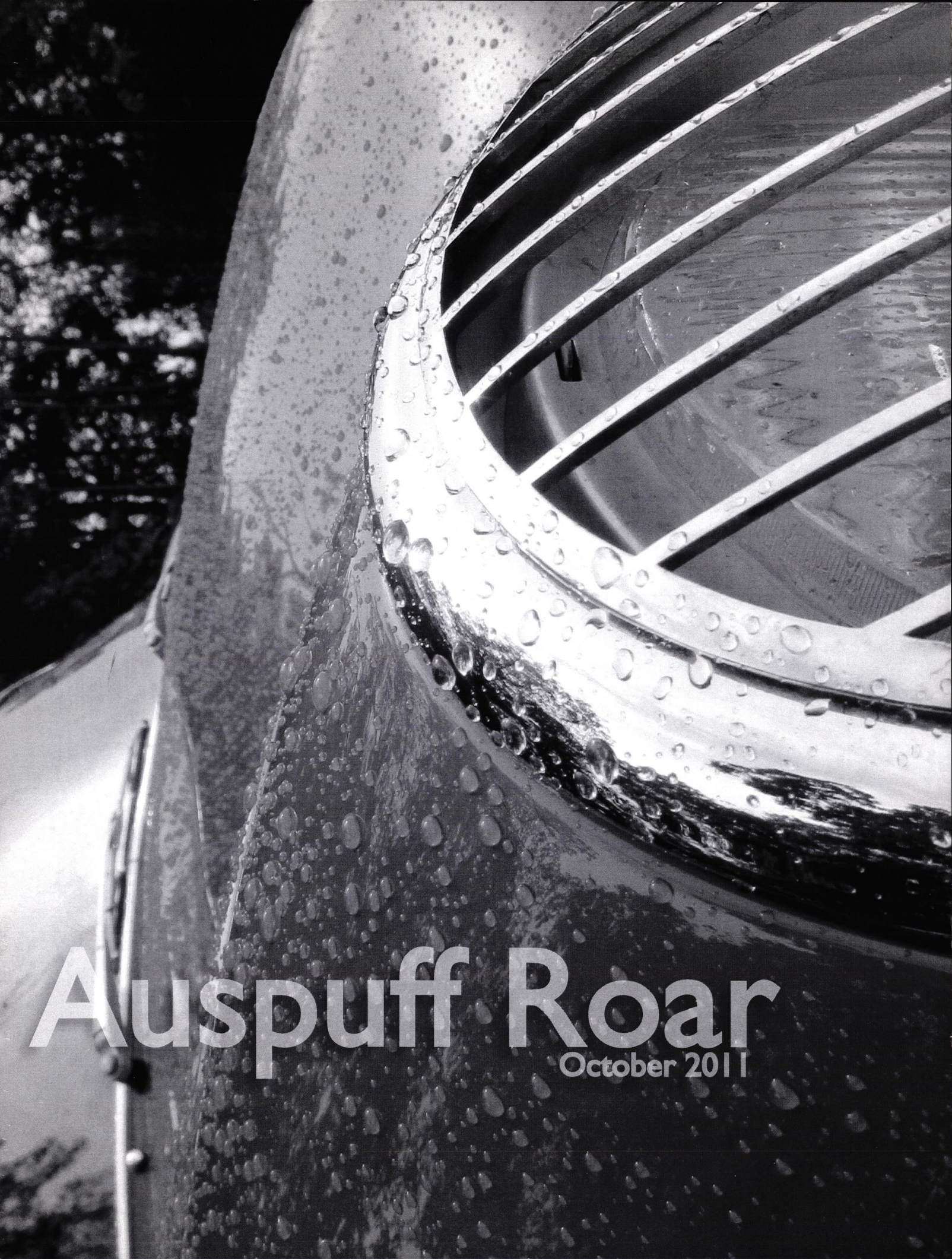




Auspuff Roar

October 2011

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356 Motor Cities Gruppe Hall of Fame

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On The Cover

Dick Zarbo's 356B at the
Gruppe 2011 Picnic

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President's Letter

The annual Summer Picnic was held on Sunday August 7th at the Skirmants beautiful home in North Branch. A special note about the picnic is that a Hall of Fame presentation was made to Neil Goldberg. Neil is very special to all of us so, please make sure that you congratulate him on this outstanding achievement. Look for a story about the picnic in the year end issue of the Auspuff Roar.

It's not too early to begin recruiting candidates for the elections for the 2012 MCG Board of Trustees. There are three incumbents' seats that will expire; Lanita Dunham, Sebastian Gaeta and Dave Peterson. Barbara Skirmants and I have one more year left on our terms through 2012. Several people approached me toward the end of last year and asked how they can run for a seat, and expressed concern about challenging an incumbent. All of the Board members encourage anyone interested to please run, regardless of who you think you may be competing against. More choices

are good and new blood is great. So please consider serving and run! Just please let me or any Board member know of your interest.

Our Fall Color Tour has also come and gone so look for coverage of that event in the year end issue as well, and see page 4 for the Holiday party event announcement.

The Board has had a lot of discussion lately about new and exciting events that we could plan to bring members together. A good example is the Chili Cook-Off party that Barbara created a few years back that we now have on Valentines Day weekend each February. I know that before my time there was a progressive dinner that was held. So, if any of you have an idea, or want to plan and host something, please let us know! Our driving contest is heating up as we are now near the end of the driving season. Check out the standings below.

That's it for now – see you at the Holiday party on December 4th.

Dave

ENTRANT CAR MILES DRIVEN 2010

Bill & Shirley Hallandal	'61 Roadster 89428	TBD
Bill & Shirley Hallandal	'61 Coupe 116432	TBD
Total		TBD
Doc & Freda Block	'65 C Cab 161564	TBD
Vic & Barbara Skirmants	'65 C Coupe 222184	1,061
Bill Milliken	'63 S90 Cabriolet 157129	80
Phil and Nancy Planck	'55 Coupe	337
Harry & Mary Kurrie	'64 SC Coupe 215734	695
Heath & Kathy Hurlbert	'57 Speedster 83609	662
Heath & Kathy Hurlbert	'57 Outlaw Coupe 101239	76
Total		738
John and Michele Jenkins	'57 T-1 Coupe 58738	*5,638
John & Carole McConnell	63 B Coupe 213045	297
Charlie & Joyce Brown III	64 C Coupe 218381	667
Dave & Mary Preston	'65 C Cab 161047	327
John and Pam Chatley	'59 Conv D	154
Dave & Diane Burton	'61 Roadster 88969	658
Dave & Barbara Peterson	59 A Cab 151063	34
Dick & Diane Beecher	'64 C Coupe 129947	637
John & Carroll Thomson	'61 B Coupe 200605	0
Ted and Lanita Dunham	'58 Coupe 104018	0

MOTOR CITIES GRUPPE

DRIVING CONTEST 2011

*We welcome all 356 MCG members to join in this contest. In an effort to be fair to Midwestern contestants who's driving season is 6 months at most, the Board of Trustees has established a rule whereby contestants who live in 12 month driving states will be accessed a 50% reduction in their year end net miles.

356 Motor Cities Gruppe 2011 Holiday Party



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The Silly Season

By Roy Lock

Every year in early summer, we in SoCal are blessed with a plethora of nice Porsche race cars appearing out of the wood work. This year is no different, except that this is the beginning of the perfect storm in California. In a period of 3 months, we will have four major Porsche events; The Historics week at Monterey, RR (Rennsport Reunion) IV, PRCC (Porsche Race Car Classics), and the 356 Registry's 2012 WCH (West Coast Holiday). We have been anticipating and saving all year for these events.

Those who have chosen to participate with their cars are now dragging them out and prepping them for the events. If one wants to see these cars, you have to have the "knack" for smelling them out: knowing where to go and have the right connections. If you are lucky, you will be treated to sights, sounds and smells like no other in the world. Can you imagine the sound of a 4 Cam engine running or to smell the oil burning? In the days of old, 4 Cams burned Shell Rotella which was a castor bean based oil, that is a smell I will never forget.

This week, I was fortunate enough to get a taste of this craziness with three 550 Spyders, either complete or as pieces and shown here are my pictures from that encounter. On this visit I concentrated on an overall sense of the gathering and 550-09. I will go back and photograph 550-0077 in detail.

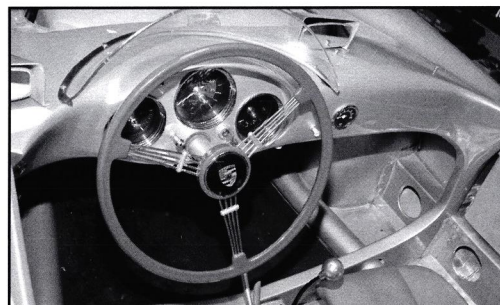
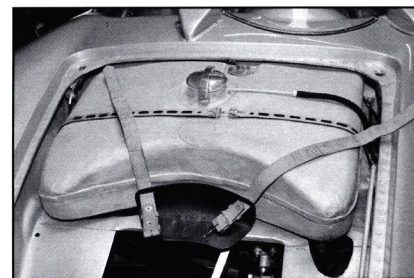
550-09 and 550-0077 together

Both have extensive race histories. Close your eyes and you can imagine what it was like in the paddocks in mid 50's when these race car where in their prime. Both these 550's will be at the PRCC and on the track at Rennsport Reunion IV. Thanks to Gerry McCarthy and Michael Hodos for the info on these cars. 550-09 is a prototype racer produced in 1954.

The forward compartment of 550-09. Notice the unique fuel tank. This is where the spare tire was placed. This is a different location than on production 550's.

A view of the cockpit of 550-09. I love the maroon colored Spyder wheel. I believe this is the standard wheel that came on Spyders. Wood wheels were an add on by owners.

Here is the 4 Cam engine to 550-0041. This month, I was lucky to see and touch 5 550's in various stages of preparation. Only in SoCal can this happen. I was equally blessed to be able to document two of these historic race cars.



To the Pittsburgh Grand Prix in our 356 Porsche's but wishing they really were bath tubs!

by Lanita Dunham

Leaving home in Brighton, we meet up with the Dick and Shirley Gobba and John and Carol McConnell for a 9 am start to our trip to Pittsburgh, PA. We were soon on the toll road and speeding our way across Ohio. The temperature was heating but we were having fun in our Porsches and getting plenty of looks from other drivers. (Now I know those folks thought, "who would be crazy enough to drive a car without air conditioning in this heat".) With a couple of stops for gas and lunch, we were making good time, but discovered our lead car was spitting oil on the second car. A change of leaders solved that, but... the new leader didn't know which way to go when a change of highway came up, so Dunham's led Gobba's on a longer way to our destination at Southpoint, PA. The McConnell's got there a half hour before us, knowing the way, as they have family in PA, and take that route often. By now we were all very hot and ready for a shower. We enjoyed a very nice dinner at the hotel lounge (in air), then the very ambitious Gobba's washed their car of oil, bugs and grime. (This is an important bit of information, as you will find out later.) The rest of us watched and told them where they had missed a spot. Our bugs were left to ferment on our cars. Friday morning dawned warm and bright, as we gathered for breakfast, then proceeded to our cars for a leisurely drive to The Frank Lloyd Wright designed home called "Falling Waters". The drive took longer than expected, so we drove to the lunch stop by the Monongahela River first, then on to Falling Waters. As we poured ourselves out of our cars, we felt the heat even more now. The guided tour through the home was wonderful, as we all perspired even more in the uncooled historic home. It's an awesome home that cost 150k to build, in 1932-35, now, it's priceless. You can guess how thrilled we were after that to get back into our well baked Porsche's. A short drive took us to a park, for an hour R & R. A couple of the group even swam or waded in the cooling river. We then drove for another hour to the 1794 Century Inn for a plentiful and tasty meal. As we ate, a storm came up and it rained buckets full. By the time we left, all thought it was over, but not so. We all learned how difficult it is to drive on narrow curving hilly roads in the rain. As we got closer to our hotel, one of our wipers flew off.

I retrieved it and we drove the last couple miles without it. Again, we were all in need of showers from being so hot & sweaty for so long. Saturday was the first day of the Grand prix at Schenley Park in Pittsburgh. A group left early to get to the park before heavy traffic, but had to wait 1-1/2 hours as it rained, then were finally let onto the golf course to designated parking areas. Note again, Gobba's took the time to clean and dry their car, while the rest watched. The races started and many people watched the historic car race the 2-1/2 mile course. Some of us found it more pleasant to stay seated in the host canopy, out of the burning sun. A brats and ribs lunch was eaten by many hundreds of Porsche owners, then the race resumed. The 356 group of cars was judged and --- here it is! Gobba's won 1st place and received a nice trophy. Yah for Gobba's!!!

We had 2 Motor Cities Gruppe drivers in the race, Phil Kubik and Dave Burton. They seemed to be racing hard even in the extreme heat. Evening found us all back at the hotel, and gathered for a parking lot picnic, arranged by our host Jolene Cicci of the Allegheny Region 358 Burgh and the Registry. She had ordered a delicious cake with a Porsche crest on top in red, yellow and black, wow! She's a real hustler! And thinking they might consider doing a future Holiday event.

As Sunday progressed, the six of us, and Bob Count decided it was too hot to go to the track again, but would suffer the long hot ride back to Michigan. It was uneventful and all were glad to be home in air conditioned homes. Ted contacted Phil, to find out the results of their racing. Dave, got a 1st in group 4, Phil started 18th in group 3 of 32 cars and ended up in 10th. Not bad for a fellow of his years in the awful heat. Both are hard chargers in the race game and we're very proud of them. One bad note was that on the drive home, Phil's truck got sideswiped, which didn't make him happy. We're glad he's home and okay. And that's the saga of a hot time with 356's in Pittsburgh.

(Honey, don't forget to buy more deodorant!)



Motor Cities Gruppe Calender of Events 2011/12

November

OPEN

December

4th Holiday Party Canterbury Village. See page 4 for event announcement.

January

OPEN

February

Mid-February

3rd annual Gruppe Chili Cook Off. Look for info in upcoming announcements.

May 2012

Gruppe Spring Tour Date TBD. Look for info in upcoming announcements.

June 2012

Mid-Ohio Vintage Grand Prix. Look for info on the annual caravan in upcoming announcements.

July/August 2012

Gruppe Annual Picnic, date TBD. Look for info in upcoming announcements.

October 2012

Annual Fall Color Tour. Look for info on the annual Fall Tour in upcoming announcements.

Rennsport Reunion IV Posters Available!

Our good friend Roy Lock has offered to purchase Rennsport IV posters for any Gruppe member that cannot attend this year's event. \$25 includes shipping.

I assured Roy that he will not be put under any undue pressure and that I would handle the distribution for him. Therefore, all funds must be collected before the event. I will collect your checks and send them to Roy so he knows how many to buy. He will then ship to me in one tube, and I will distribute them at Neil's 356 Restorations.

Please contact me via email at:

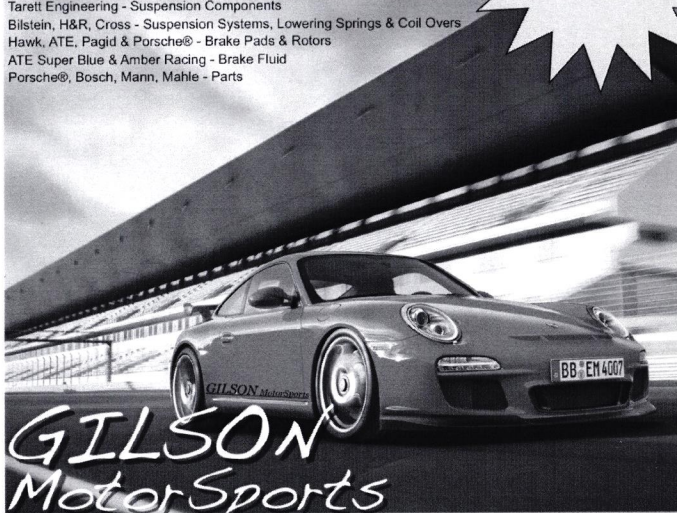
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Sebastian Gaeta



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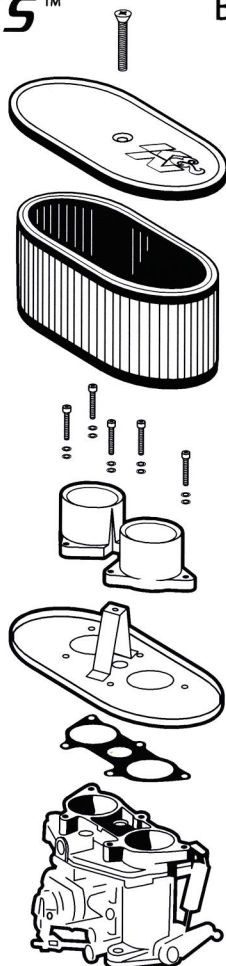
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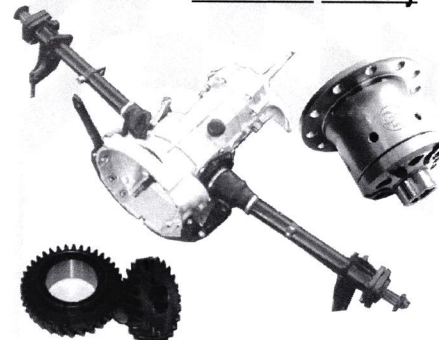
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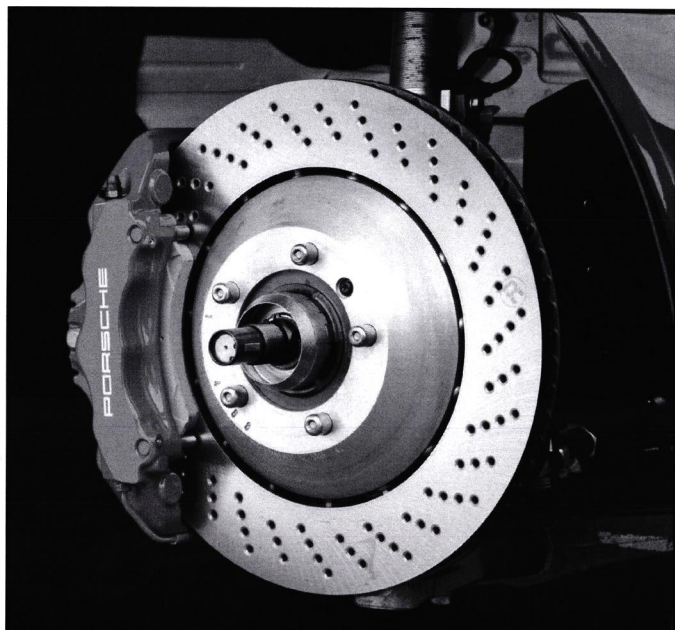
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Installing The Brake Light Switch For The 6 Volt Led Third Brake Light

The Perpetual Home-Brewed Restoration

By Phil Planck

Last time we talked about a way to add a third, higher brake light to your 356. If you follow the Registry forum or see the Registry magazine ads, you know there are numerous solutions available besides making/modifying your own.

The next step is to get all of your brake lights to go on as soon as you touch the brake pedal. If you have the stock brake light switch mounted to the front of your master cylinder, you are at the mercy of the condition of the switch contacts and the amount of pedal pressure it takes to pass current through that switch. My experience with these over the years has not been good. Back when I was working and had access to a good lab, I had a number of brand new hydraulic brake switches tested and there was quite a range of pressure required to activate them. If you look at any new vehicle, my bet is that it does not have a hydraulic brake switch, but rather a mechanical switch. When I did my first conversion on my 55 coupe, a friend gave me a switch from a GM vehicle so that is what I used; I recently made the conversion for Foam Car and used the same type of switch.

This article will show you how to do this using the generic GM switch (Carquest part no. SLS66), but I am sure you can adapt many others if you prefer. The GM switch is normally closed, and is closed by the movement of the brake pedal. So, when the brake pedal is released, the switch is open. It is adjustable, so you can get it very close to a convenient spot on the brake pedal system. This allows you to "dial in" how sensitive you want the switch to be to pedal movement.

So let's get started. What you will need for this project is a small piece of 20 gauge sheet metal that the template in image 1 will cover. Next you will need 3 drill bits to drill the 3 holes indicated on the template. I used a small drill press after center punching the center of the circles, but a hand drill will work if you can clamp the metal down on a small piece of plywood or 2x4. You will need a 10 x 1.5 metric die and thread cutting oil to extend the threads about 1.5 inches on your brake pedal rod, and a 1/2 NF 20 tap to thread the sheet metal hole for the mechanical switch. You will need two 10 x 1.5 lock nuts or regular nuts if you can't find lock nuts. Of course you hopefully already have the tin snips to cut out the two pieces of sheet metal. You will also need a bench vise long enough to hold a 13/16 deep socket along with said socket. Last, access to a welder to make two short welds on the bracket you will be making. You will need to remove the rod from the pedal that goes into the master cylinder. To do this, as I recall, remove the cotter pin and washer that holds the rod adjustment device to the brake pedal pin and pull the rod off of the pin and then out of the master cylinder. Either note exactly where it is adjusted (if the adjustment is already correct), or don't worry about it and readjust the rod when you reassemble. Now loosen the lock nut and remove the adjustment device and lock nut. Take the rod and clamp the master cylinder end in your vise. Run the 10 x 1.5 die onto the threads until you reach the unthreaded portion. Apply some cutting oil and slowly start cutting the new threads. Do it just like with a tap; that is go a half turn or so, then back off. Repeat until you have added about 1.5 more inches of thread on the shaft. Your die should be about in the position shown in Image 2.

Now you can remove the die, clean up the threads and set the rod aside. Next I would suggest drilling the three holes in the sheet metal before cutting them out of the template. I find it easier to work with and clamp a larger piece of metal. After the three holes are drilled, cut out the two piece along the scribed lines made from the template. The small piece will be the actuating tab for the switch. All you have to do to finish this up is to sort of round off the corners and clean up

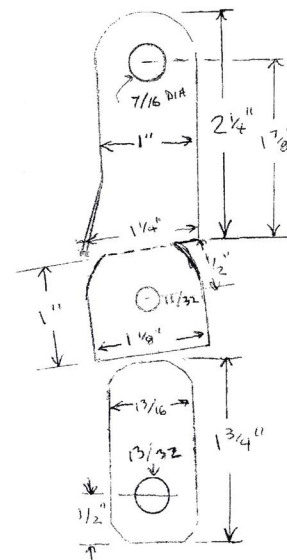


IMAGE 1



IMAGE 2

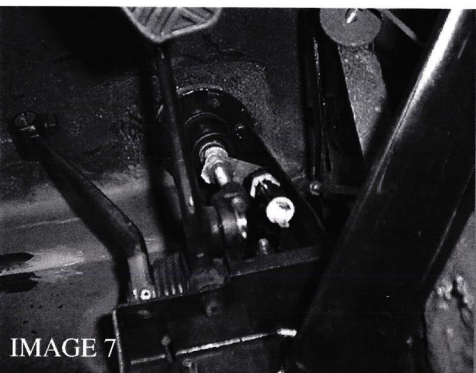
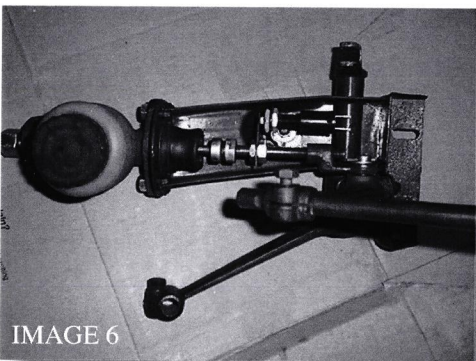
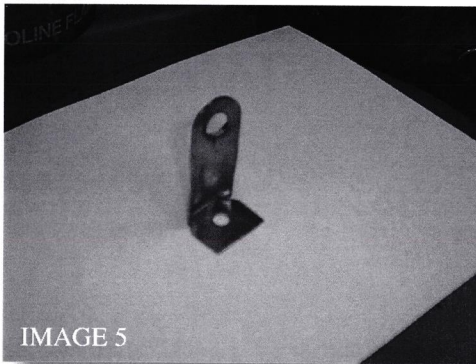


IMAGE 3



IMAGE 4

“When I did my first conversion on my 55 coupe, a friend gave me a switch from a GM vehicle so that is what I used; I recently made the conversion for Foam Car and used the same type of switch”



any sharp edges. Next you can make the bracket to mount the switch on. Put the larger piece of trimmed sheet metal in your vice and bend in to a right angle along the dotted line. Now, remove the partially formed bracket and get out your 13/16 deep socket. Put the socket centered over the base hole (small end of bracket), open up the vice and clamp the socket against the bracket as shown in Image 3.

Now with a small hammer form the “flanges” near the base of the bracket around the socket. It should now look like bracket in Image 4. Now you can remove the bracket from the vise (put the socket back where you got it, like I tell my grand kids) and weld the formed flange to the base of the bracket. Then run your 1/2 NF 20 tap through the 7/17 hole at the top of the bracket. This will put a crude thread in the tab which is helpful for adjustment, but not necessary. You could just put a 1/2 inch hole in the tab and use the Pal nuts that come with the switch for adjustment. Your finished bracket (except for paint) should look like Image 5.

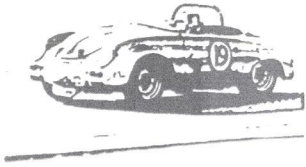
After painting the actuating tab and bracket you are ready to install these parts on your 356. I did this project with the pedal assembly removed from the car, but this is not necessary. You will need to remove the forward nut holding the pedal assembly to the floor pan. There are three nuts, two at the back and one (the forward one) in the middle of the pedal base. Remove that nut and any washers from that forward stud, clean the crud from around where the base of the switch bracket will go and slide the bracket over the stud. Now reinstall the nut and any washers that came off with it and tighten it down so that the top of the bracket is perpendicular to the yet to be installed master cylinder rod. Now grab your modified rod and thread on one of your new lock nuts or regular 10 x 1.5 nuts and then slide the switch actuating tab onto the rod and put on the other new nut. Thread these two nuts down to about 1/4 inch before the threads stop. Now put on the old lock nut used to “lock in” the pedal rod adjustment to the m/c and install the adjustment/pedal attaching device. Install the rod back into the m/c and slide the other end back on to the pedal pin. Install the washer and cotter pin. Now you are ready to adjust or reset the rod length to where it was. Follow directions in the various manuals on how to do this.

Once you have the proper rod to m/c piston clearance you can now finish the new switch installation and adjustment. You will need to remove the two wires from the old master cylinder switch and pull them through the bulkhead. Easier to do if you can remove the rubber grommet in the bulkhead and then pull the wires through. You can remove the grommet and seal up the hole with some RTV and put it back in the bulkhead hole. Or, you can leave the grommet on the wires and try to find a new solid plug to put in the hole. Now, thread the new switch into the hole in the top of the bracket from the back side of the hole (plunger facing forward). Put one of the Pal nuts on the switch before threading it in the bracket. Then put the other Pal nut on the other side of the bracket and get the switch positioned somewhat like in Image 6. Temporarily lock it in place with the Pal nuts. Now get the actuating tab adjusted so it is centered on the plunger and pushing the plunger in until there is only 1/16 inch of plunger travel left (per directions that come with switch). I would say that statement is there so as not to depress the plunger too far. However, to dial in when the brake lights come on may require the plunger to have more than the 1/16 inch clearance. Tighten down the lock nuts on the actuating tab. Now plug your brake light wires onto the new switch contacts. They should reach, but if not, you will have to make some jumpers to extend them. Make sure the wires are secured so they are not in the way of moving pedals (clutch, brake, gas). Now you can “dial in” when your brake lights come on by adjusting the switch and locking it in with the two Pal nuts. I set mine so that after about 1/2 inch of pedal travel the brake lights come on. Image 7 shows how the completed set up looks, less the wires and rod lock washer as installed in Foam Car.

I should have added that this is for 356 models using this type of brake pedal and bracket. Pre-As are different, I know, but not sure about A models. I have done this on my Pre-A but the switch bracket is vastly different.



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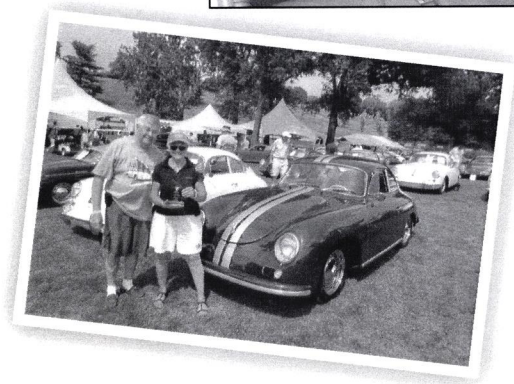
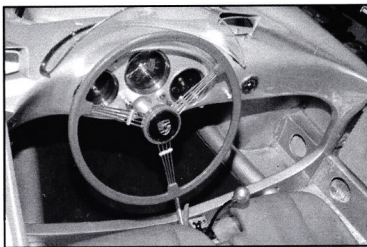
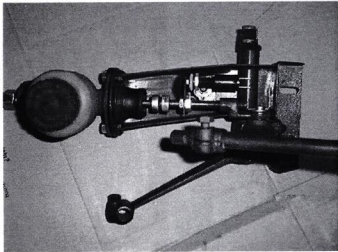


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