

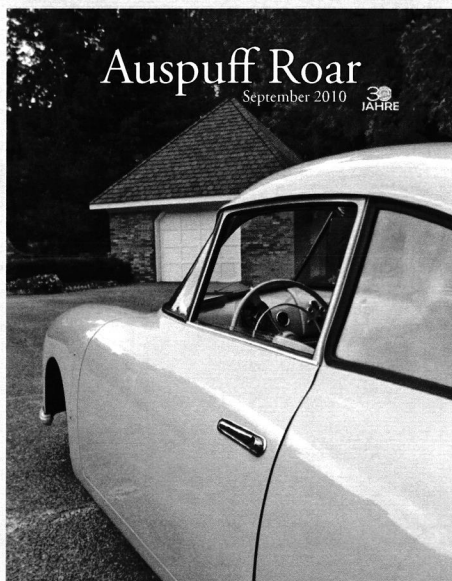
Auspuff Roar

September 2010

30
JAHRE



On The Cover



Gmünd coupe, anyone?

Image by Gottfried Hogh, 2003

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 \$20 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:

Sebastian Gaeta

spg356@sbcglobal.net

Or mail to:

Sebastian Gaeta

4070 Brookview Ct

Ann Arbor, MI 48108

President

David Preston

dmpreston2@comcast.net

Vice President

Tom Hudson

hudson@chartermi.net

Treasurer

Teri Hudson

hudson@chartermi.net

Secretary

Lanita Dunham

lanitajd@aol.com

Membership

Barbara Skirmants

skirmants@hughes.net

Board Of Directors

Lanita Dunham

Sebastian Gaeta

Tom Hudson

David Preston

Barbara Skirmants

Zündfolge

Auspuff Editor

Sebastian Gaeta

spg356@sbcglobal.net

Website

Tom Hudson

Contributing Editors

Phil Planck

planckpw@charter.net

Perpetual Home-Brewed

Restoration

Tom Tate

Thomas.Tate@opco.com

Four Speeds and Drum Brakes

Roy Lock

rplock53@yahoo.com

California Connection

Legal Counsel

Christopher J. Preston

Original artwork, 30 Jahre Logo and
"Zundfolge" by Motor Cities Gruppe friend
Karl "The Cocktail Napkin Scribbler" Schulz

356 Motor Cities Gruppe Hall of Fame

Ron Roland • Fred Sheill • Tom & Melody Youk • Gottfried Hogh

Barbara Skirmants • Vic Skirmants • David Peterson • Ted Dunham

356 Mechanic

Winter Storage available for your 356

35 year Registry member

Part Time 356 Work

Bill Demeter

313-331-4104



President's Letter

Last month I accomplished another one of those important "firsts" by going to my first Vintage Car Race at Mid-Ohio.

The only race that I had ever been to was many years ago at Indy. Dick Beecher had been encouraging me to go to one of these races for several years now. He knew I would have a ball, but unfortunately he couldn't go with me to Mid-Ohio this year. However, I was fortunate to team up with Sebastian and off we went. We took the scenic, peaceful route down there and arrived at the track early Saturday afternoon. Gerald Van Vliet was already there. Barbara and Vic had left passes for us, so we were able to drive right in and park next to their impressive pit area. The plan was to watch Vic and Dave Burton race and then head back home. I don't know what I had been thinking, but I was shocked at the racing – they really go fast! This is real racing I thought - these guys are professional drivers. I naturally keyed in on Vic and Dave, and I just couldn't believe it. I was so fortunate to be there with Gerald and Sebastian – veteran race fans. They showed me where and how to watch a race. The pits were unbelievable to me. The vast array of cars was impressive, but just as impressive was the amount of equipment that the racing teams bring. They literally bring a portable machine shop. The fun and camaraderie was something that Sebastian and Dick had talked to me a lot about, and I could see it in action. These race teams have a lot of fun – it's serious business, but it's nice to have so much fun at the same time. They help each other out when they need help on their cars. The post race period is a really cool party atmosphere, which seemed to be just starting as

Gerald, Sebastian and I had to leave. My only regret is that I wish I had planned to stay another day! I know many of you are veteran Vintage Race car fans, but for those of you that haven't been, all I can say is GO. Go and support our Team – I was really proud to watch Dave and Vic race.

For all of you who did not get to attend the 30 Year celebration that Sebastian organized – holy smokes, you missed a really nice event. There will be an article in this issue with the details, but it was just an amazing event – a one of a kind. As I said at the 30th Year Celebration, we are very, very fortunate to have the leadership that we have in this club. Many, people step up and help organize events and assist in the management of the club. But the contributions of Sebastian simply must be recognized as way over and above the call of duty. His devotion to this club is only comparable to a very few of our members. Just in my 10 years in the club, he created the MCG Hall of Fame concept, he organizes the Spring Tour almost every year, he has served as the VP for two years, then President for two years, Trustee for 5 years, and he resumed being Editor this year (remember - he did a 12 year stint as Editor prior to all of this!) and he is still serving as a Trustee. He just finished working the past twelve months to organize the wonderful 30 Year Celebration. It's just all quite unbelievable. I may be the current President in title and I do try my best to serve, but this guy, Sebastian, is one of the real leaders of this club folks. On top of all of this, he has finally convinced me that he actually knows something about these cars – what a bonus. In all seriousness I, for one, just want to say thanks to Sebastian. We're going to have a fun trip out towards Kalamazoo for the Fall Color Tour in early October. Dick Beecher and I are putting this together, so please take a look at the details in the flyer in this issue.

Keep driving!

Dave

DRIVE YOUR 356 CONTEST - 2010

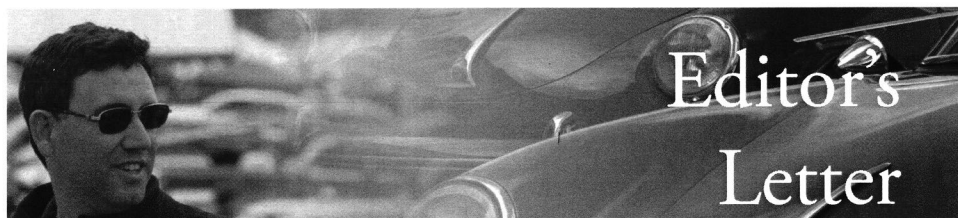
ENTRANT	CAR	MILES DRIVEN IN 2010
Doc & Freda Block	'65 C Cab 161564	TBD
Doc & Freda Block	'58/59 Snrf Coupe 106072	TBD
Total		TBD
Bill & Shirley Hallandal	'61 Roadster 89428	3,255
Bill & Shirley Hallandal	'61 Coupe 116432	<u>1,993</u>
Total		5,248
Heath & Kathy Hurlbert	'57 Speedster 83609	166
Heath & Kathy Hurlbert	'57 Outlaw Coupe 101239	1,002
Heath & Kathy Hurlbert	'64 SC Snrf Coupe 218088	<u>0</u>
Total		1,168
Vic & Barbara Skirmants	'65 C Coupe 222184	3,376
John & Carole McConnell	'63 B Coupe 213045	TBD
Sebastian & Narmeen Gaeta	'64 C Cab 159286	1,280
Sebastian & Narmeen Gaeta	'65 C Coupe 222053	<u>530</u>
Total		1,810
Harry & Mary Kurrie	'64 SC Coupe 215734	716
Dick & Diane Beecher	'64 C Coupe 129947	245
Dave & Mary Preston	'65 C Cab 161047	1,193
Dave & Barbara Peterson	'59 A Cab 151063	488
Charlie & Joyce Brown III	'64 C Coupe 218381	208
Dave & Diane Burton	'61 Roadster 88969	517
John & Carroll Thomson	'61 B Coupe 200605	131
Ted & Lanita Dunham	'58 A Coupe 103607	TBD
Richard King	'65 C Cab 161636	TBD

2010 MCG Driving Contest Standings:

Team Skirmants is determined to make this years contest a runaway, as evidenced by their impressive mileage to date. Seemingly, they may be too far out in front to catch. But, you never know what dark horse team may jump in yet this year. With both Holidays in front of us and plenty more driving season still available, anything can happen. And remember, this contest is not over until November 30th!

So, let's try to give Barb and Vic some competition!
Happy Motoring!

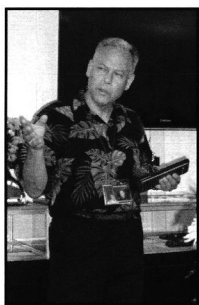
Dave Preston
dmpreston2@comcast.net
(248) 656-9671 – phone
(734) 657-8980 – cell
(248) 218-5511 – fax



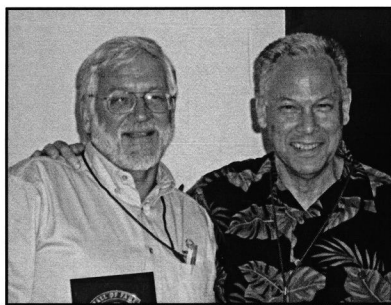
Editor's Letter

This has been a big year for the Gruppe, as we have been celebrating 30 years as a 356 club. Speaking of which, our latest Hall of Fame inductees were honored at the July 31st event. Barbara Skirmants, Vic Skirmants, David Peterson and Ted Dunham received their beautiful Jeff Gamble designed awards. Ron and Karen Roland were able to attend from Iowa and Ron presented Vic with his award. I presented Barbara with hers while Dick Beecher handed Dave Peterson his. Next was quite a special moment. Unbeknownst to almost everyone in the room, including Dave Peterson, Ted Dunham was being inducted as well. Dave Peterson, upon hearing last winter that he was headed for the Hall, protested that he should not be honored before Ted. After Dave had accepted his award at the event, I asked him without any notice to handle the next presentation. A huge smile came across his face when he read the name on the plaque, and he happily called for Ted to come up in front of the crowd. The standing ovation was well deserved. Congratulations to all inductees!

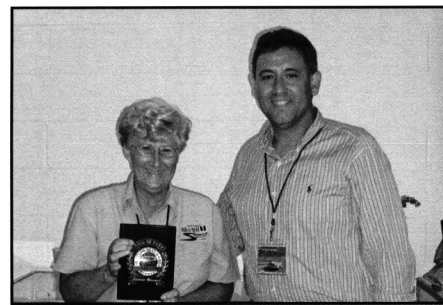
The board has joked several times that pretty soon every Gruppe member will be in the Hall of Fame if we don't watch it. Truth be told, we wanted to honor every deserving member right away, and then take it a bit slower from there. You will see fewer and fewer handed out from here on, maybe even a year will go by without inducting anyone. Who knows? I guess next year we will find out!



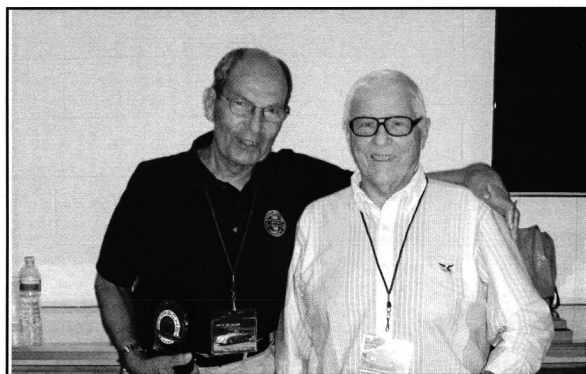
Ron Roland speaks about the early years of the Gruppe



Ron Roland presents Vic Skirmants with his award

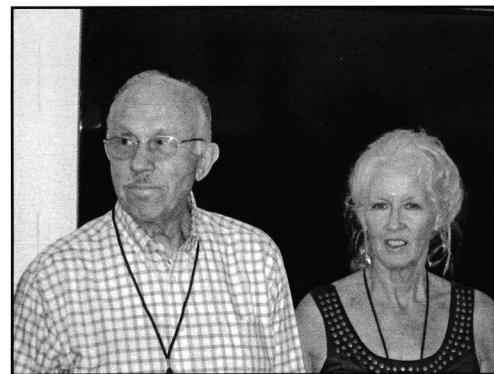


Barbara Skirmants with her HOF plaque



Inductee David Peterson with good friend Dick Beecher

2010 Motor Cities Gruppe Hall of Fame Inductees



HOF Inductee Ted Dunham with his wife Lanita

Vic & Barbara Skirmants' **356 ENTERPRISES**
Complete Performance Parts & Prep
45 Years Racing Experience
We stock for Immediate Delivery

NEW and IN STOCK!
4-G Tall 4th Gear allows a 600 rpm drop @ 80 mph to 3600 rpm. Now you can really cruise cross country!
Call or email for details about all of our parts and our services.
Phone 810-688-2059
Vic@356enterprises.com
3359 Kings Mill Road
North Branch, MI 48461

www.356Enterprises.com



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 \$20 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 \$20 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

4 R Kustoms

71717 Lucille Dr., Richmond, MI 48062

Automotive Color Styling Refinishing Restorations

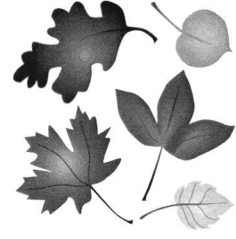
Richard Olivero
Owner
Division of 4R Enterprises

Phone: 248-219-0416
Email: UT7000@aol.com
Web: www.4RKustoms.com



MCGFall Color Tour

Saturday and Sunday
October 2-3, 2010



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

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

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

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

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

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

RSVP ASAP to:

Dick Beecher

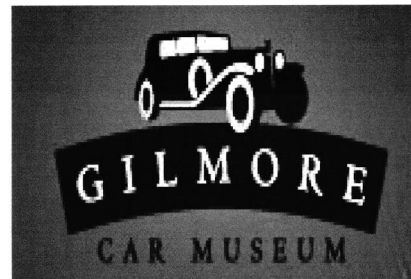
810-653-6599

bee356@chartermi.net

David Preston

248-656-9671

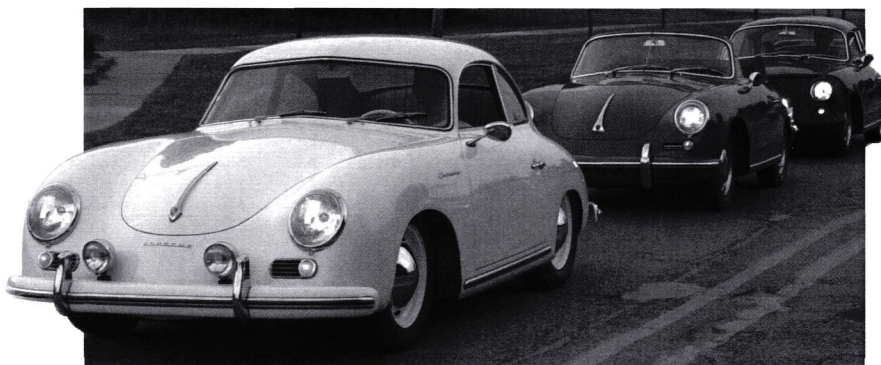
dmpreston2@comcast.net



[AIR+ZOO®]

Like No Place
Else on Earth!

MOTOR CITIES GRUPPE



CALENDER OF EVENTS

September

10th-12th Watkins Glenn Vintage Races

10th-12th Frankenmuth Autofest

19th Drive Your Porsche Day 2010

22nd-26th Registry East Coast Holiday
Cleveland, Ohio. Please see page 17
for more information.

October

2nd-3rd Gruppe Fall Color Tour and Board Meet-
ing Western Michigan

November

Open

December

5th Gruppe Holiday Party

February 2011

Annual ChiliCook Off Date TBD

Summer Isn't Over Yet

So keep driving!
Bring your car in for a
free fall safety inspection.
Call for details.



www.munks.com

Mobil

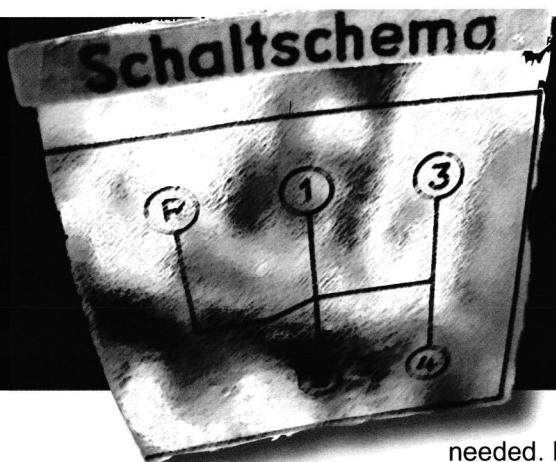


3080 Huron St. (M-59)
Waterford, Michigan
service@munks.com
248.681.8081

Michigan's #1 Rated Bosch Service Center

Four Speeds and Drum Brakes

By Tom Tate



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

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

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

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

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

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

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

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

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

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

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

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

important. Those tie rods were installed with castle nuts and cotter pins, kind of a pain compared to today's self locking nuts but it looks great when done. Of course nobody will ever see it unless I run over them. It was during this part of the assembly that I discovered that there are metric cotter pins, who knew? The ones sold here are very close but just not the right size, the larger size won't go through the drilled hole and the smaller size looks too little. The more I thought about the person looking up at them as I drove over him the more I figured that the smaller size would work just fine.

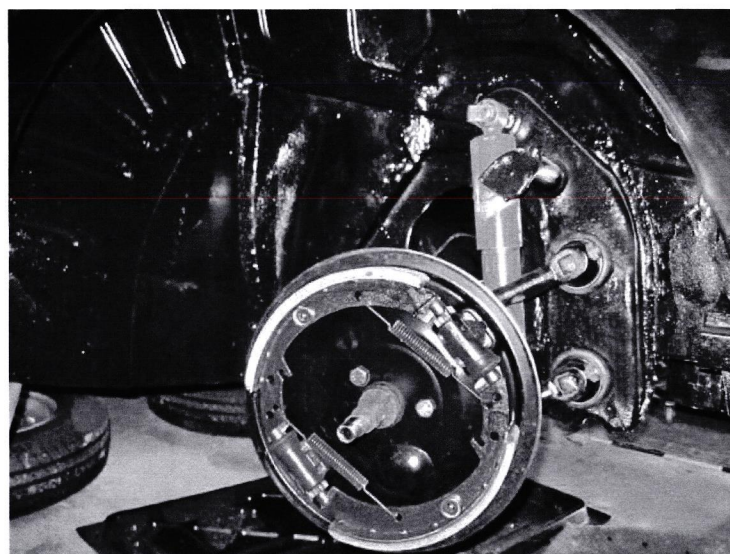
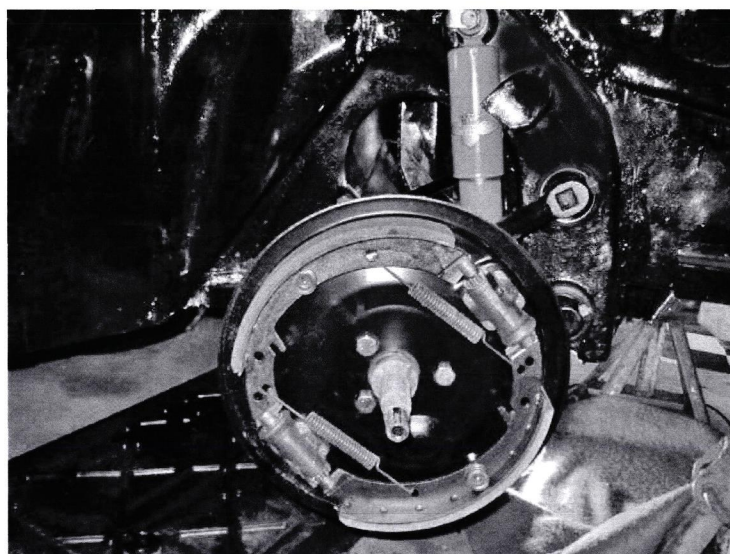
It was my intention to leave the steering box in place and just wipe it off as best I could. It is really tough to remove and it really can't be seen from underneath. There is a removable panel in the front compartment that provides access but that would seldom be taken off and certainly not in public. It wasn't until Bill asked me if I had as much trouble as he did taking out the steering box that I knew it had to come out. If my brother could do it so could I. So out it came and the cleaning and painting was done. I wanted to put it back as quick as I could so that I didn't forget how it went back together. Not that I couldn't see where it was supposed to be mounted but I didn't want to forget how to wiggle it sideways and down to get it there. Besides then I could call my brother and tell him the job was no big deal.

The steering components were all installed and the backing plates for the brakes mounted while I'm waiting for the new wheel bearings to arrive. I located a local bearing company who gave me a quick lesson in bearing identification.

It turns out the every bearing ever made, going back 100 years, has numbers stamped on it that a third grader could read. With that number and an order slip the correct part can appear in about a week. Amazing, I thought that finding wheel bearings for a 53 year old car would be a problem but that's not the case. Another lesson learned, how did I ever get this old and not know all this stuff?

The bright orange shock absorbers went on easily, I've done that job many times, and really start to make the car look like it's coming along.

Truth be told, I had put some of the trim on the car to make it look like it was further along than it really was. The headlights were put in place even if there is no wiring to hook up to them, same with the tail lights. The gold Porsche logo was put on both front and rear along with the 1600 number on the back which indicates the engine size. The gauges are in place but not hooked up and even the passenger grab handle is waiting for its first passenger although there are no seats yet. But it's really looking like a nice car. I might even change the name from Puddle Jumper to Beauty so I could feel like Farmer Throughgood in Anna Sewell's book. We'll see.



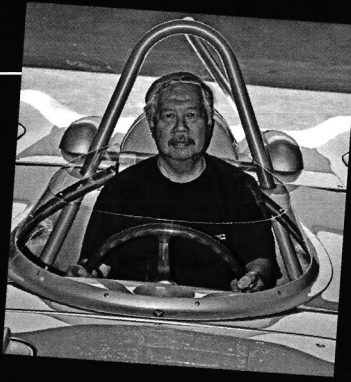
"IT TURNS OUT THE EVERY BEARING EVER MADE, GOING BACK 100 YEARS, HAS NUMBERS STAMPED ON IT THAT A THIRD GRADER COULD READ. WITH THAT NUMBER AND AN ORDER SLIP THE CORRECT PART CAN APPEAR IN ABOUT A WEEK. AMAZING"

KTF



California Connection

Roy Lock



Porsche Enthusiast Extraordinaire

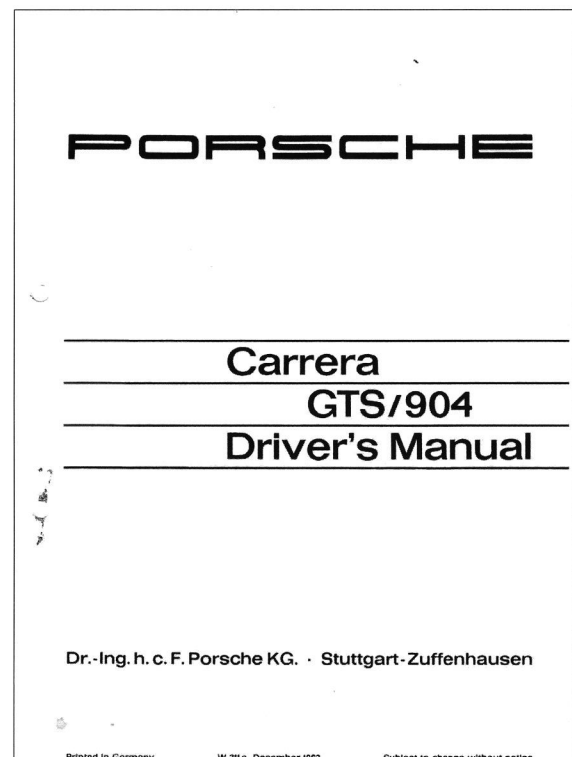
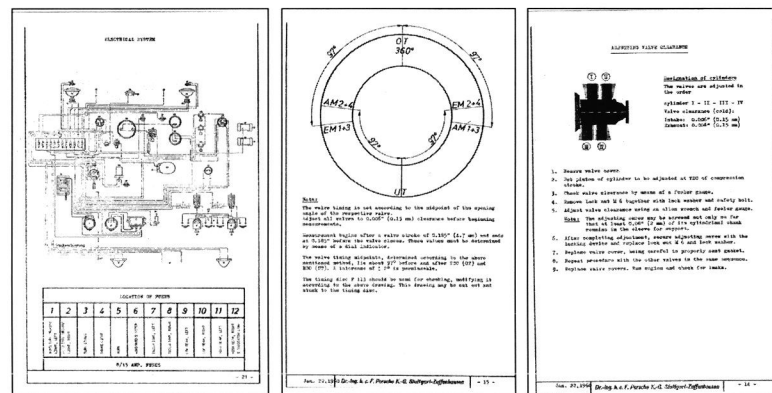
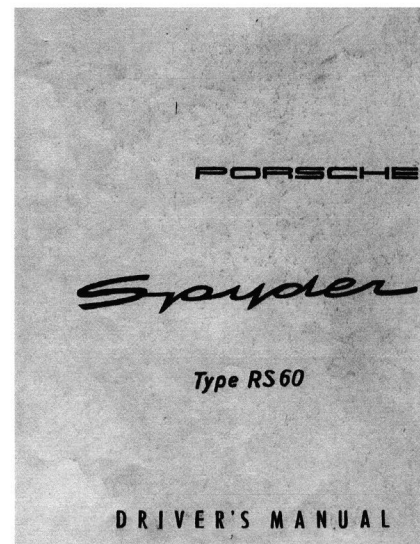
I was lucky enough to connect with Roy Lock last year via the 356 Registry's 356Talk forum. I cannot even remember what it was we discussed, but I knew right away I had "met" one true Porsche enthusiast. While his first love is the 356, Roy speaks all Porsche languages. While we all fancy ourselves uber-enthusiasts of Porsche cars, imagine being a retired engineer in So-Cal with every gathering on your radar and marked in big letters on your calendar. That's Roy, in a nutshell.

Roy had been sending me several stories regarding the California 356 happenings, and I decided to publish some of the info he sent me, thus the column "California Connection" in the Auspuff Roar the last 10 months or so.

The last couple of months I have been overloaded with info from Roy, so I decided to just put a sample of images in this issue to give you a taste of Roy's emails to me. His latest foray has been pdf's of driver's manuals.

Enjoy,

Sebastian



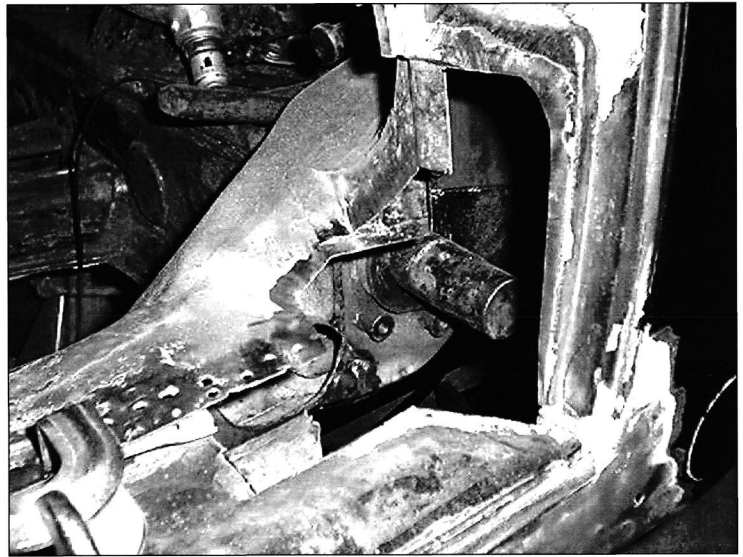
The Perpetual Home-Brewed Restoration

By Phil Planck

This issue I am going to talk about the “hole” that you can see in the picture above right. This one some of you who have read Ron Roland’s new book may find useful, because he only devotes one short paragraph to this area of the 356. It’s been a while since I did this repair, but I think there were 7 panels that all came together at the “hole”. As my plan of attack on the structural rust repair was to start at the nose and work my way around from passenger side to the rear to the drivers side, by the time I got to this “hole” at the bottom of the drivers lock pillar I had quite a bit of practice making, fitting and welding in patches. Now, if Ron Roland had only come out with his book a few years earlier, I would have done the sequence of repair somewhat different, as he advises doing the door repair first. As I mentioned in the last issue, I am glad I did the door last, as I made a measurement error somewhere along the way that prevented the driver’s door from fully closing. After the “hole” was repaired, the lower inner corner of the door hit the lock pillar, and had to be relocated about 1/8” or so forward in order to get the correct clearance. It was far easier to do this than to relocate the lock pillar to where it was supposed to be, because of all of the other panels that joined together there.



This is a rear view before the “hole” was created.

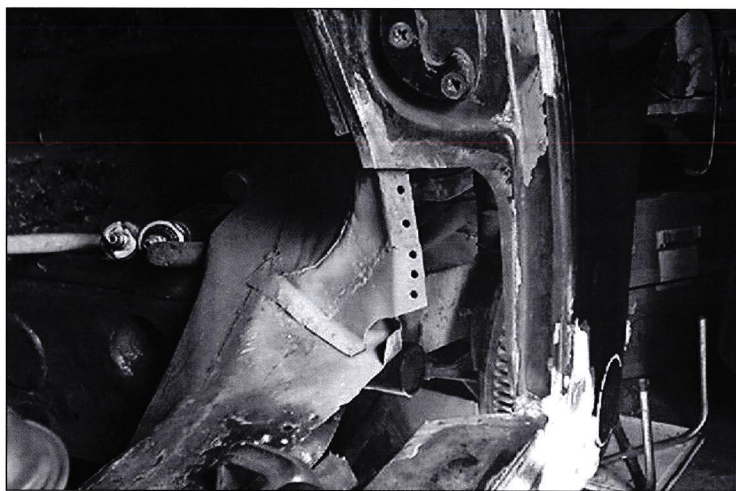


Having looked at some of the restorations being shown on the 356 Registry forum, I would have to conclude that Foam Car had “typical” or slightly worse rust considering it’s age and where it lived (Michigan). There is a cabriolet that is currently being restored that is much worse than Foam Car. So the “hole”, while I thought was really bad, appears to be somewhat normal for an un-restored 356 that has not been pampered it’s whole life. I have also been fortunate in that no prior metal restoration had been done, so I did not have to remove another persons “incorrect” repairs, only lots of foam. What I did wrong in repairing the “hole” was not taking some measurements from the hinge pillar to the lock pillar before I started cutting out all of the bad metal. I thought I had left enough good metal, close enough to get the lock pillar correctly positioned.

I don’t think there is room to show every single patch, but this “gusset” patch (below) is one of the earlier ones that had to be made.



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



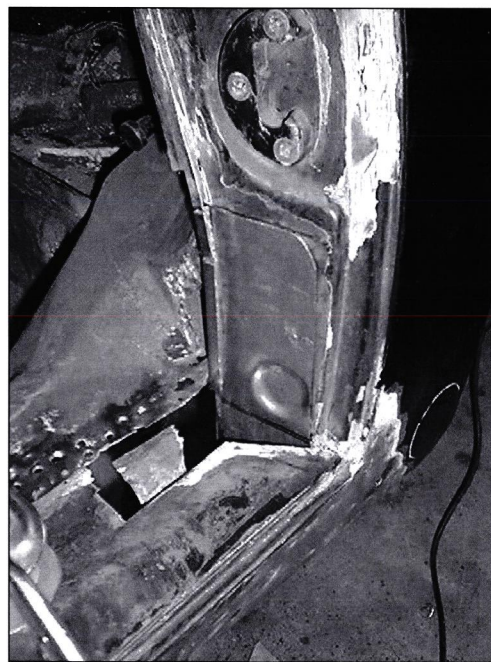
Above is the “gusset” patch welded onto the “reinforcing plate” after holes are punched for future plug welds.

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

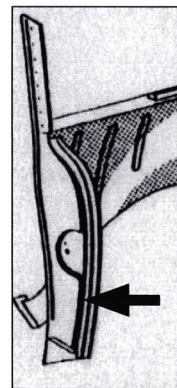
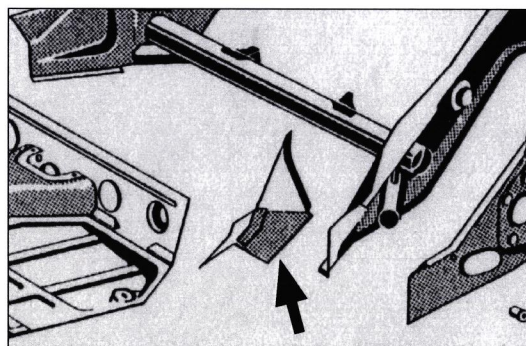
Below is the completed patch.



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



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



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

ANNOUNCING

NEIL'S BOOK

THE 356A PORSCHE



DOCUMENTED DETAILS
By Neil Goldberg

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

To order:

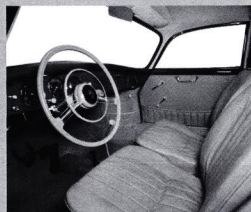
www.neils356.com or 248-588-8665

neil@neils356.com

Documentation includes:



Exterior
Paint and Finish Details



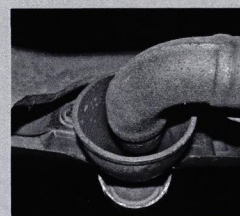
Interior
Trim and Upholstery



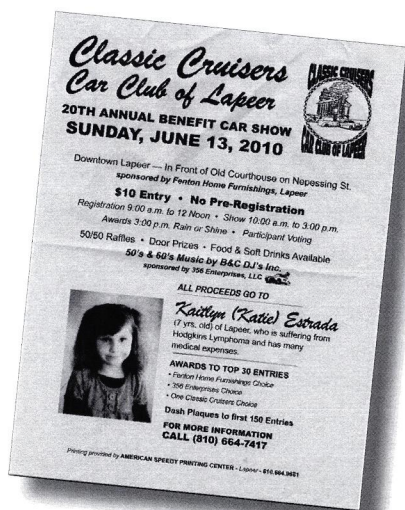
Engine
Engine Compartment



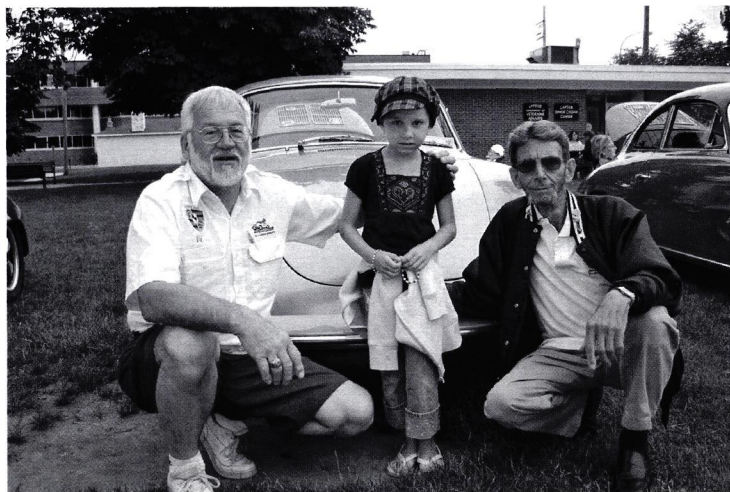
Trunk
Front Trunk Compartment



Undercarriage
Underbody Detail



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



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

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

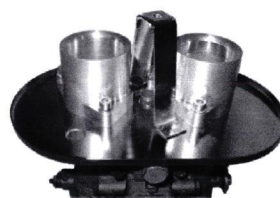
Vic and Barb made a contribution to support this event and keep it going, and after the event they even had a number of

Solstacks Bolt-on Torque

- 10 Min. Installation
- Made in USA
- Bolts Inside K&N Filters



EASY INSTALL: Step 1



Step 2



Step 3

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



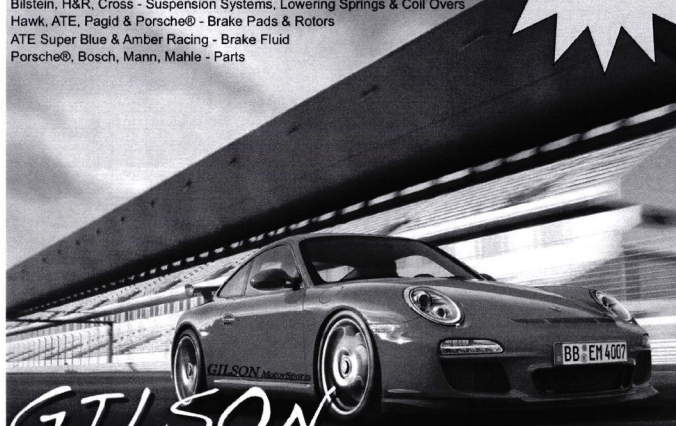
people over to their home for a BBQ dinner. Mark & Richard Tirpak, local professional BBQ cooks prepared beef brisket and chicken.

Could this become an annual event?

Keep an eye out.

NEW LOCATION
1208 E. MAPLE ROAD
TROY, MI 48063

Some of Gilson MotorSports Suppliers:
 FabSpeed Motorsports - Exhaust Systems, Air Intakes & ECU Tuning
 Tarett Engineering - Suspension Components
 Bilstein, H&R, Cross - Suspension Systems, Lowering Springs & Coil Overs
 Hawk, ATE, Pagid & Porsche® - Brake Pads & Rotors
 ATE Super Blue & Amber Racing - Brake Fluid
 Porsche®, Bosch, Mann, Mahle - Parts



GILSON MotorSports

Independent PORSCHE® Service & Repair Facility
 Performance Modifications - Air Intakes - Exhaust Systems - ECU Tuning.
 Suspension & Brake Upgrades - Custom 4 Wheel Alignments.
 PORSCHE® OBD & CAN Software.
 Pre-Purchase Inspections
 FREE Tech Inspections for Track Events - FREE Brake Fluid Water Content Test (DOT4)
 PCA Discounts

location	phone #	website & email
4535 DELEMERE BLVD. ROYAL OAK, MI 48073	Shop: 248.549.4016 Fax: 248.549.4022	www.GilsonMotorSports.com hgilson@gilsonmotorsports.com

Mid Ohio Vintage Grand Prix 2010

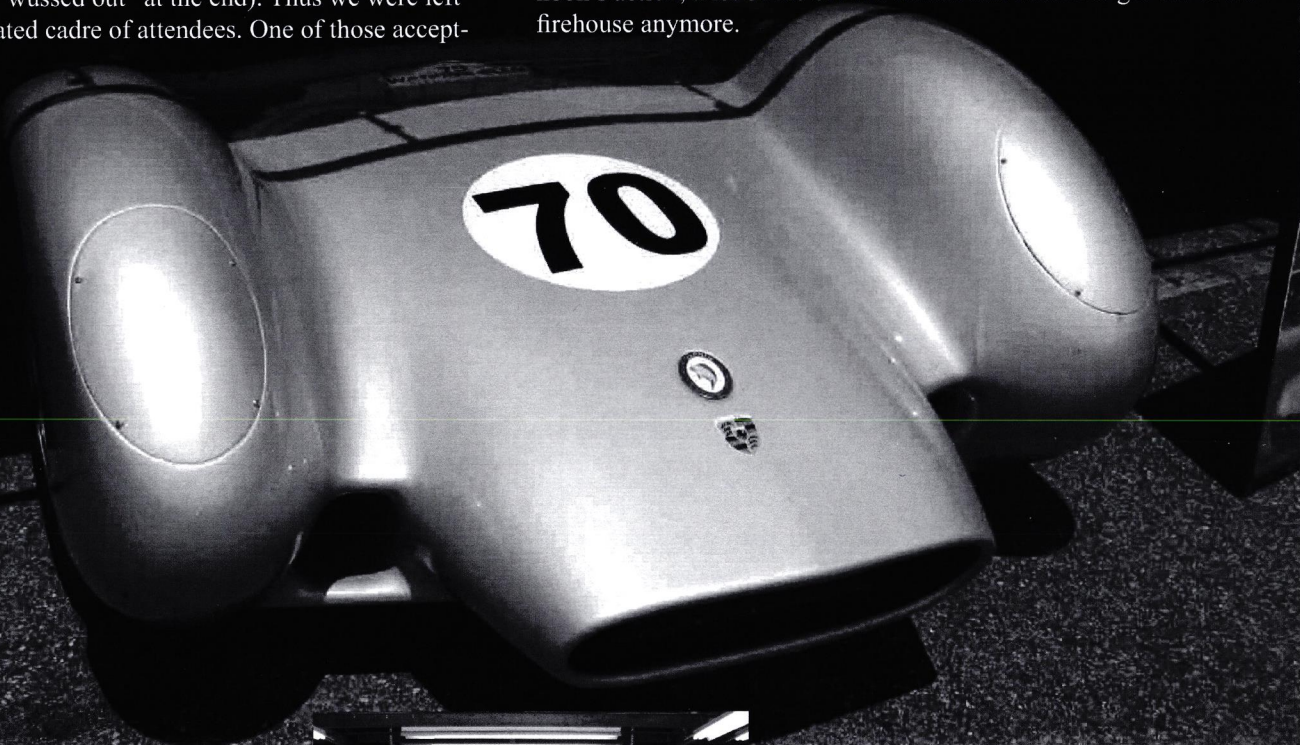
Story by Gerald Van Vliet Photos by Karl Schulz

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

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

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

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



Due to the fact that the few that were making the trip were coming from widely divergent points it was agreed that we would all meet at a common location in Toledo, whence to make our way to Mid-Ohio as planned. It seems one of the attendees (who shall remain nameless) is either unable to interpret simple written instructions or else can't tell time, managed to get it wrong and left on his own, making a solo journey to the track. As he arrived with no problem and participated with the rest of the group after their arrival, no harm, no foul.

As was tradition, the attendees were warmly welcomed by Barb and Vic, who had signed everyone attending onto their "pit crew" thus enabling us to park our cars next to their paddock.

Saturday's races were scheduled from 12:45 until approximately 6:30, ten races in all. We began watching from the hill overlooking turn four at the end of the back straight, a familiar place from which to watch the action to those of you familiar with Mid-Ohio. During the course of the afternoon in the time between races we meandered through the paddock behind the pits.

When the race group which included 356s (of which there were quite a few, "a passel of Porsches") was called we were happy to see our fellow Motor Cities Gruppe members Vic and Dave Burton at the front of the field. The boys from Detroit made us proud by being the highest placed 356s in their race and also well up in the overall finishing order for their group.

In Vic's second race of the afternoon in his Dolphin, he was in a

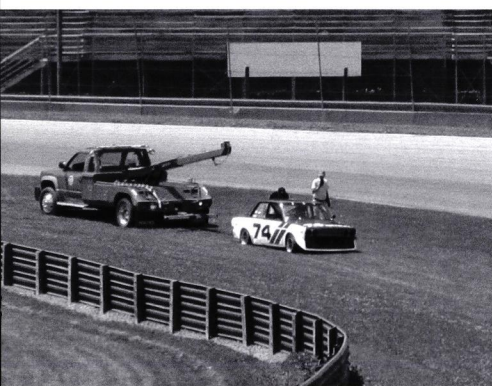
race group which included as his principal although not really serious challengers, a Jaguar XK 150 with a 4.2 engine and an Aston Martin DB4 Zagato, which strikingly had an unpainted polished aluminum body. On the last 3-4 laps of this race we observed that Vic would be leading the Jag handily as they came down the back straight and then as they got closer to the corner, the Jag would come charging up on him. I asked Vic about this later and he said this was only because the Jag was such a pig that he could not get it slowed down until just before the corner. I was also surprised to hear him say how much harder the Dolphin is to drive than the 356.

There were also numerous 911's and 911 variants, 914's, 914-6's, a 944 or two and a lone 910 among the afternoon's other participants. One car we saw in the paddock but which never made it into a race (for reasons unknown although it was on the entry list), was a pristine RS718.

After the days races, or at least the ones we were interested in, we once again congregated at Skirmants' paddock where we went over with Dave and Vic our impressions of their race. Come to find out where we thought that they were "just holding position" for the last two or three laps of the race, they informed us they were "pedaling as hard as they could" all the way to the checkered flag. It was interesting to see how our perceptions contrasted with the actual reality of the situation.

After further conversation and drinks we then, as the English say, went for another walkabout through the paddock. It was at this point we found out Dave Preston had been bitten by the racing bug. As we

Continued on pg 18



were admiring a Ford GT 40, Dave commented that he would really like to get it out onto the track and see what he could do in it. As it happened the car was an "arrive and drive" racer, meaning the car was available to drive to anyone who showed up and was willing to pay to rent it for the weekend. Dave figured "how hard could it be to drive it on the race track?". I told Dave all it takes is money, get out your check book and get a racer driver's license and you can find out. He was definitely intrigued by the sights and sounds of the day. By the time we finished our sojourn around the paddock it was getting time to think about heading home. It was almost 6:30, we had been on our feet and out in the sun most of the afternoon. The temperature was still in the mid to upper 80's, We were all hot and somewhat tired. We still had a three hour plus drive ahead of us, although both Dave and Sebastian were in their cabs, with the tops down.

We said our good byes to Dave, Vic and Barb and reformed our band of ardent day tripping road warriors, this time with two additional cars making it a more realistic caravan than it had been on the trip south.

A road trip in forty five plus year old cars is never complete without a little drama. We had only gone about twelve miles, after all having filled up with gas (I cannot deny that the cool air conditioning of the gas station did not feel refreshing) and settled in for the run home, when all of a sudden my gas peddle dropped to the floor. As I was leading at this point I immediately pulled over onto the shoulder. There was in fact nothing else I could do. Everyone else stopped and came back to see what was wrong. A quick inspection of the suspect parts identified the culprit as a broken throttle linkage connection under the car. As we were holding our confab by the side of the road figuring out what my options were (my options were hoping somebody else had an idea how we could fix it so I could get home) the rain which had been predicted for the afternoon began to fall. Fortuitously I bought one of the large umbrellas from the 2007 Holiday. Even more presciently I had brought it with me. (Whereas these umbrellas will not fit in the trunk of a 356 they fit nicely in the trunk of a 912). Our road side meeting determined the following: Sebastian had just the things he needed to make the repairs in his "travel kit" which happened to be in his coupe at home. I had all the tools we needed but no materials. Dave Preston had the needed zip

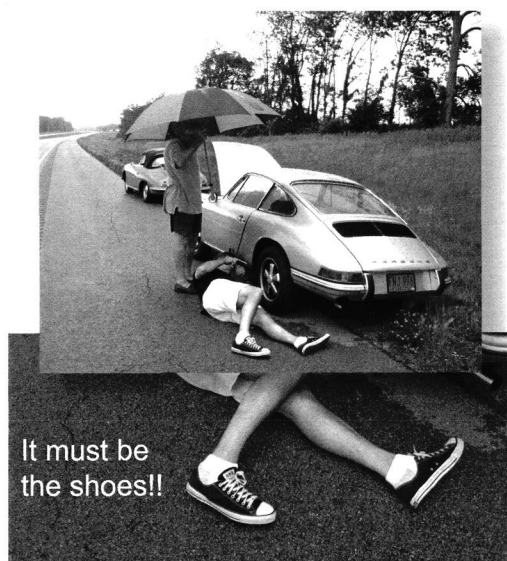
ties. So while I held the umbrella over him, so to speak (it was the least I could do) Sebastian crawled under the car and in a matter of minutes the repair was as they say, effected. I won't challenge my credibility by saying as he crawled out from under the car the rain stopped and a rainbow came out, but the rain did stop. Now all I had to do was cross my fingers and hope that the repair held until I got back to Detroit. As Sebastian advised me, "Gerald, go real easy on the gas peddle the rest of the way home". We took off and my car seemed to be working fine. We continued for another ten miles or so, when we stopped so Sebastian could wash the grease off his hands. At this point it did not appear we were going to encounter any more rain, the sun was out and it was still in the mid 80s. The tops came down on the cabs once again. We all set off for a lovely drive home on a warm summer evening..

At Toledo those going west broke off, waved so long and we then all headed off in our own directions for home to end a truly enjoyable day.

Upon reflection the only down side to the day was the fact that more members had not joined us. Looking back to the 1980s-90s we would have had 50-75 356 enthusiasts turn out for this weekend and Saturday night BBQ at Skirmants paddock. Is "older" age that debilitating? Lets face it, the car has to do most of the work and as evidenced by the ones that attended they didn't have a problem, or at the very least not a problem that could not be easily rectified. It is a shame that more members do not participate. As I noted earlier the hospitality is there as it always was, 356s are still in abundance in the middle of the action and the locale is superb as it always was. The weather in June without the oppressive humidity of July and August is delightful. If you've never been, think about joining Sebastian for next year. If you used to drive down, think about doing it again. Your 356 will love you for it. It is an easy 3 1/2 hour drive (it is now almost all expressway driving if you do not want to take back roads) and as a side benefit the roads in Ohio are in superb condition.

Until next year's races.

Gerald



Driving in the Rain after the roadside fix.



2010 Porsche 356 Registry East Coast Holiday

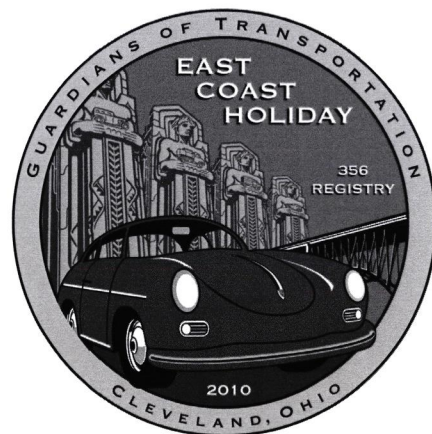
**Come to Cleveland, Ohio!
September 22-26th**

Northeast Ohio is beautiful in September. Drive some wonderful roads, take in wineries and covered bridges, Amish Country, the Emerald Necklace Park system, University Circle and ethnic neighborhoods. Enjoy a quaint street-concours in beautiful Chagrin Falls - it's the Midwest's version of the Carmel complete with waterfall. And more!

Rock and Roll Hall of Fame Welcome Party!

See Janis Joplin's 356 in person!

- *Hill Climb, Autocross*
- *Great Dining, Great Cars, Great Driving,
Great Friends*
- *Come Play!*



E-mail Roberta: reheller@sbcglobal.net

WWW.EASTCOASTHOLIDAY.ORG

Motor Cities Gruppe
3359 Kings Mill Road
North Branch, MI 48461



John Thomson
4600 W. Liberty Rd.
Ann Arbor, MI 48103

Member 2010

Visit The Gruppe Online at www.356mcg.com

356 Literature (and Misc) Collection for Sale

Registry & Club Newsletters, Manuals, Literature, Holiday Programs - Badges - Videos, Posters, Group Photographs, Tools, & Misc. items.

For Complete Listing and prices contact Fred Sheill at fredsheill@live.com

In This Issue...

