

356
MOTOR
CITIES
GRÜPPE

AUSPUFF ROAR

SUMMER 1998

Volume 7 Issue 2

1998 MEADOW BROOK HOLIDAY



In 1948 when Ferdinand Porsche, Ferry Porsche, and Erwin Komenda posed next to their creation at the “Vereinigte Hüttenwerke”, Gmünd, Austria, little did they know the following their cars would have some 50 years later. After all, it was only an experiment...

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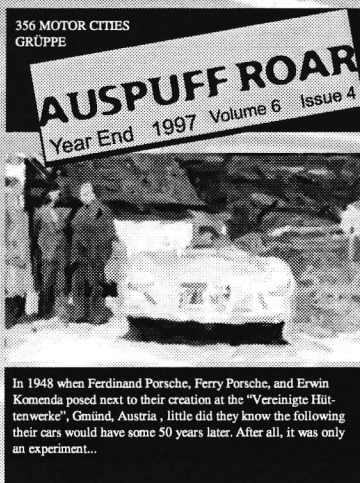
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ON THE COVER:



Microsoft's *Picture It!* software turns the now famous photo of Porsche #001 and it's creators into a Pastel painting.

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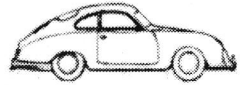
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PRESIDENT'S LETTER

We've had a burst of Spring with the odd weather condition this year, and I'm taking full advantage of this blessing. Work in the shop is bustling, what with Dennis Denyer's car and parts now coming into the final quarter of the restoration, John Denyer's doors are about ready to go back onto his silver coupe, and Neil Goldberg's parts, well, that's an ongoing, never ending progression; It just changes to another car. Jack Chamberlain just dropped off his Speedster for clutch work and other fine detailing and fix-ups. New member Dick McLaughlin has asked me to look at his new acquisition and quote a price for a restoration (no, I'm not wringing my hands with dollar signs in my eyes). I work on time and parts only and would not gouge or be dishonest with my friends or other Porsche owners. I do love doing this work and I am having the time of my life. If I had realized what joy all this could

bring, I might have retired sooner.

Dick and Shirley Gobba's Speedster should be done by now and we will be well into our season of Porsche events.



I offer more Kudo's to Barb Skirmants for all of her work on the Meadow Brook Holiday. She's putting together a great event and we should all be very proud of her and all of those people who are working

on a once in a lifetime chance to really shine during the celebration of Porsche's 50th Anniversary.

We all mourn the loss of Ferry Porsche and long time Motor Cities Gruppe member Clarence Catallo in March of this year. We wish well for members of our club who's marriages are dissolving, and also to a special long time member who's health has become an issue within the last year. I'm speaking of our dear friend Tom Youk. Please, when saying your prayers, think of all these people as well as those you hold dear and love.

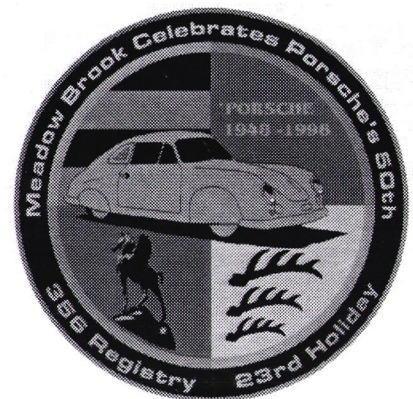
Enjoy this Porsche driving season and your Porsche family.

Ted Dunham

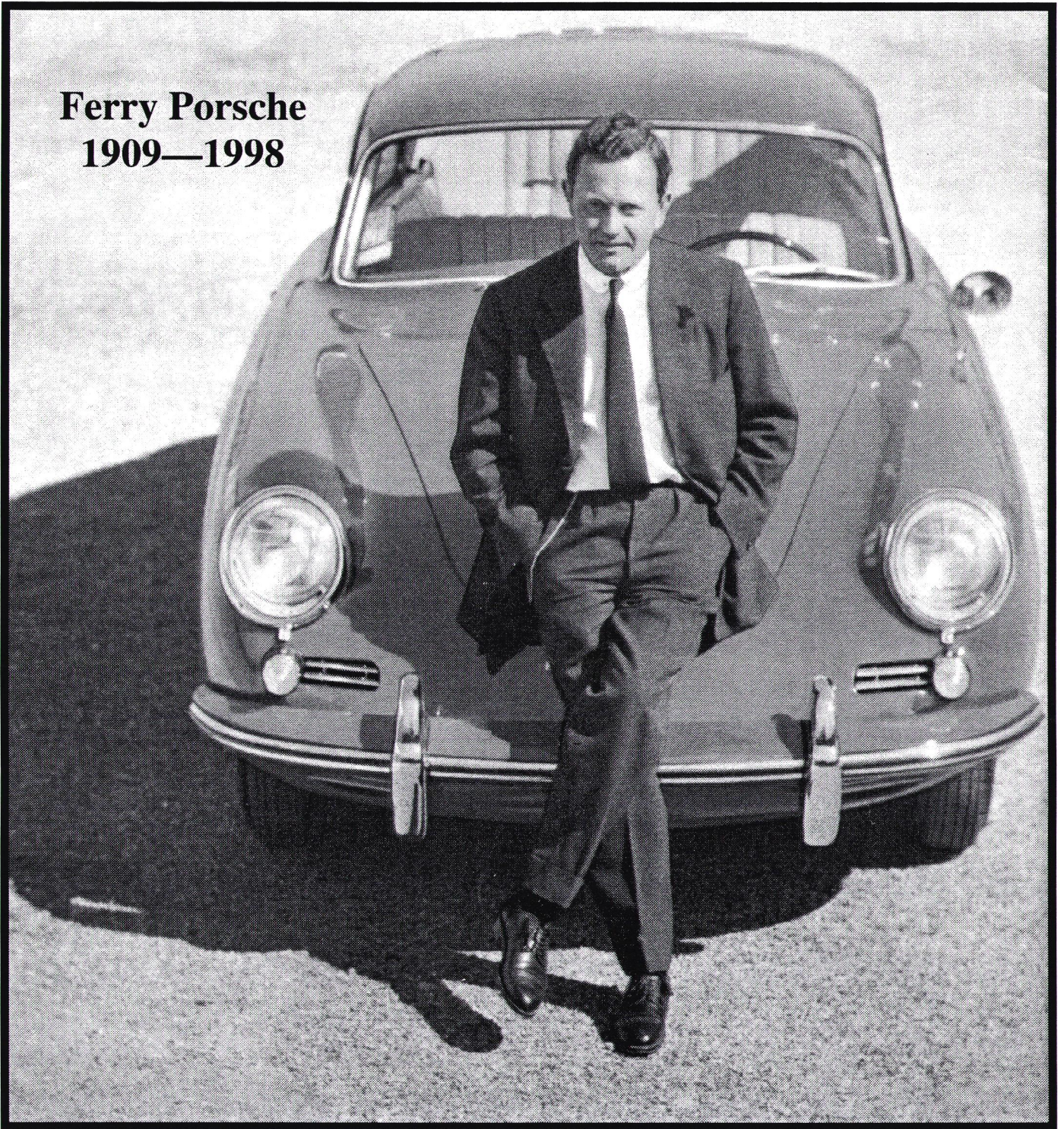
1998 MEADOW BROOK HOLIDAY POLO SHIRTS

The 356 Registry does **not** allow local groups to keep **any** profits from a Holiday. Even more alarming is that they will only *consider* covering you for up to \$1,000 in losses. One disaster during the event and we could lose all of our funds that we have built up over the years. The selling of these commemorative shirts is separate from the Holiday budget, and will give us the cushion we need to put on this event without endangering the existence of the Motor Cities Gruppe. White with the 5 color '98 Meadow Brook Holiday logo screened on the left front. 50/50 blend with banded sleeves. Support your Gruppe! Please send a \$25 check payable to The Motor Cities Gruppe and your size (S, M, L, XL) to:

Barbara Skirmants
27244 Ryan Road
Warren, MI 48092



**Ferry Porsche
1909—1998**



Auf Wiedersehen, Ferry

MOTOR CITIES GRUPPE 1998 CALENDAR

JUNE

6th— STODDARD'S ALL PORSCHE SWAP MEET WITH LITERATURE AND MODEL MEET THE NIGHT BEFORE.

13th— GARAGE TOUR AND BULL SESSION, DICK BEECHERS, DAVISON, MI.

25-28th-MID OHIO VINTAGE G. P. AND SATURDAY NIGHT SKIRMANTS TRACKSIDE BBQ

JULY

11th— 2nd GARAGE TOUR TORD SMEDBERG'S

21st— MEMBERSHIP MEETING, BRASS POINTE 6:30PM

7-30 THRU 8-2
356 REGISTRY MEADOW BROOK HOLIDAY SPONSORED BY *YOUR CLUB*.

AUGUST

7-30 THRU 8-2
356 REGISTRY MEADOW BROOK HOLIDAY

TBA— MOTOR CITIES GRUPPE FAMILY PICNIC. HOSTED BY JOHN AND CARROLL THOMPSON, ANN ARBOR, MI. (SEE PAGE 15 OF THIS ISSUE FOR OFFICIAL ANNOUNCEMENT)

SEPTEMBER

4th— 3rd GARAGE TOUR LOCATION TBA

10-13th HINZ GRAND TOUR TO WATKINS GLEN SVRA VINTAGE GRAN PRIX AND CONCOUR, WATKINS GLEN, NY.

20th— BUMPERS FOR BABIES AT THE GROSSE POINT WAR MEMORIAL PARK

OCTOBER

TBA— FALL FESTIVAL OR OVERNIGHT COLOR TOUR

NOVEMBER

TBA: MEMBERSHIP MEETING AT THE BRASS POINTE

DECEMBER

6th—MOTOR CITIES GRUPPE HOLIDAY PARTY. LOCATION TO BE ANNOUNCED

JANUARY

OPEN

FEBRUARY

TBA—MOTOR CITIES GRUPPE WINTER DINNER

MORE TIPS FOR THE FIRST TIME RESTORER

By Dennis Denyer

Paint Removal

You really don't want to be putting new paint on top of old paint these days. It seems that the old paints and new solvents get together and start to expand and contract after a year or so. Take a good look at some of the recent re-paints and see if you can see what appears to be cracks in the primer. Last summer, I looked at a C Coupe that was painted a few years ago by a very reputable 356 restoration shop but the owner didn't want to go to the expense of removing the old paint. This proved to be a mistake because 100% of the surface was covered with cracks which were very visible upon close inspection.

There are now a couple of options for paint removal. One is to have the car or parts blasted with plastic media and this is less costly than one would expect, at first. With today's environmentally friendly paints, problems can occur if the temperature, humidity, etc. isn't just right and the car companies are having to repaint more cars than they want to admit to. There are shops which specialize in fast paint removal and they service the auto dealerships doing the re-paint. To do a complete, intact car costs from \$400 - \$600 and it can be done without stretching of the sheetmetal. For those who are willing to do the job manually with paint remover, here are a couple of tips. Buy good quality stripper, I used Airplane Stripper made by the W. M. Baff Company in Memphis, Tennessee and it worked great. We did my entire car with approximately 1 1/2 gallons. If your car has many coats of paint, it may take more stripper but this stuff is the

best we have found. Follow the manufacturer's recommendations or waiting time, etc. The stripper works smarter than you can work hard, it does most of the work. Make sure you have plenty of ventilation in your work area and you will be fine. This stuff isn't as dangerous as the label says. I believe the fact that my navel has come untied, my fingernails have turned yellow and my arousal level has diminished are mere coincidences.

Refinishing small parts

The proper refinishing of small parts can be the difference between a nice redo and a *very nice* redo. Look at it this way, a good all-over repaint followed by reattaching the same old grungy parts is like taking a shower and then putting your dirty underwear back on. I am referring to the suspension parts, engine sheetmetal, bumper brackets, etc. First step is to thoroughly clean the parts to remove the dirt, oil and grease. This is followed by blasting the components in a blast cabinet. **DO NOT ATTEMPT TO JUST BLAST OFF THE GREASE & OIL** as this will only result in contaminated blast media and a dirty cabinet with dirty media that will no longer clean. Also, this will *REALLY* tick-off the guy who owns the cabinet. Remember, paint will not adhere to an oily surface. As for the media to use, there are many choices but only a few that are really effective. Plain sand will do a good job but make sure that the sand is not too coarse as this will give you too rough a surface after blasting

and make it difficult to get a good appearance after painting. Glass beads work well but are slower than sand, aluminum oxide or silicon carbide are very aggressive and may do much damage to sheetmetal. Plastic media will remove paint but will not remove rust. There is a specialty abrasive, soft Ferrite Shot, which does an excellent job but it requires a more expensive blast cabinet to work best. This media does not alter the original surface profile of the steel and will give a "like-new" appearance after painting. When blasting any part with a machined surface, be sure to mask-off the machined surface so that no damage occurs. You don't want to put a textured surface where a machined surface once lived.

Repainting small parts

This is not a job that can be done with a "spray bomb", it takes care and practice to make it come out right. Some choose powder coating and the results can be great, just remember than powder coating only works on metal surfaces. If any fillers are used to finish a component, the powder will not adhere. At the huge Carlisle, Pennsylvania Swap Meet, I saw a demonstration of a Do-It-Yourself powder coating system from Eastwood and it worked very well. You will need an extra oven to use to bake the powder, they tell you *NOT* to use the oven in your kitchen as you will never be able to use it again for baking. You may find it easier to match colors and textures if you stick with paint. You must start with a perfectly clean, dry surface, wipe it down well with lacquer thinner and then with a prep solvent. An acid-etch primer

"The trick to these swap meets is to come back with fewer parts than you left with, only nobody ever does"

will give the best results, followed by a nice satin-finish black in one of the new urethanes.

Swap Meets

Swap Meets are an excellent means of obtaining parts for your restoration project, especially if you are working on a budget. Lots of the stuff you find at these events need refinishing but your overall costs, after refinishing, will still be less than what you would spend on a replacement part from a dealer or one of the many new parts suppliers. And many of the parts needed are not reproduced or available new and it's the search for these parts that can greatly extend the time needed to do a restoration project. Swap Meets are also a great place to socialize with other enthusiasts and to learn about your project. You can even sell some of your unwanted parts, parts left over from an early project or pieces for a car that you no longer own. The two best Porsche meets to attend are: A) Stoddard's in Willoughby, Ohio in June and B) the Porsche Swap Meet in Hershey, Pennsylvania in April. Remember the old saying, "One man's trash is another man's treasure", or the comedian George Carlin's famous line about the difference between s - t and stuff. The difference is merely the owner! The trick to these swap meets is to come back with fewer parts than you left with, but nobody ever does.

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Custom Built 356 Engine Valued at \$6,500

356 Engine Charity Raffle

only 750 Tickets available AT \$50 EACH*

Vic Skirmants and his colleagues have committed to build you an engine to meet your driving needs worth \$6,500.

The proffered engine will be a late case, late cylinder head, Solex carburetted engine, complete with clutch, pressure plate and all sheet metal properly painted. Basically an SC big-bore engine sans exhaust and J-pipes. If you want something worth more than that you pony up the rest.

The winner can specify exactly what they desire ... Maybe you want your own engine rebuilt to enhance its performance ... Want an earlier 3-piece case engine for a 1955 ... Want the hot set-up for a 912 Want to go all the way and have Vic build you a vintage race engine incorporating all the tricks and technology he's learned building nearly 500 Porsche 356 engines over the last 33 years. Can do! Your choice!

The proceeds of the **356 Engine Charity Raffle** go to cover the medical costs of Tom Youk, who has ALS-Lou Gehrig's disease. Tom is one of our long-time members and a past treasurer of the 356 Registry.

*If you want to improve your chances you can buy 5 tickets for the price of 4 ... \$200. That's a great investment ... but then any Skirmants engine is a great investment.

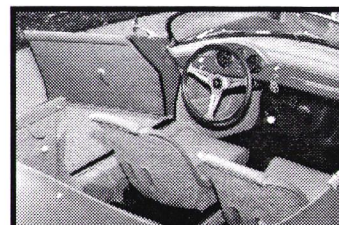
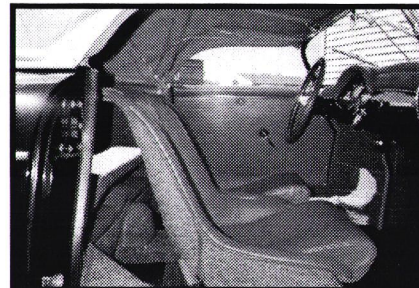
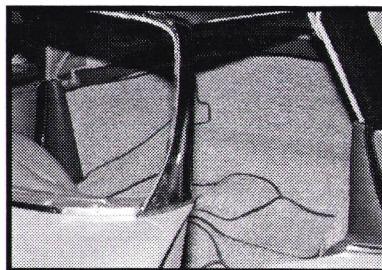
Drawing takes place December 6, 1998 at 6:00 PM in Detroit, Michigan at the Motor Cities Gruppe Holiday party. Winner need not be present to win. We will fill out your ticket stub(s) and enter it (them) into the 356 Engine Charity Raffle and send you your raffle ticket(s). Send your check payable to **356 Charity Raffle** to Gerald Van Vliet, 44 McKinley Place, Grosse Pointe Farms, MI 48236

[Coupon with the following information: Name, Address, Phone, No. of tickets, Total amount. Make check payable to **356 Charity Raffle**. Send payment and completed form to Gerald Van Vliet 44 McKinley Place, Grosse Pointe Farms, MI 48236. Winner responsible for applicable Federal and State taxes.]

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356 MOTOR CITIES

VIC & BARBARA SKIRMANTS

8th ANNUAL CHICKEN BRAT BASH BBQ

MID-OHIO'S SVRA VINTAGE RACES

JUNE 25—28, 1998

Make your plans NOW to attend. Join other 356 friends from all around the country and watch your favorite 356 drivers duke it out at the most beautiful road race track in the USA.

Saturday, June 27th is this year's BBQ to be hosted at the large hospitality tent located next to our new, tall white truck/motor home in the 356 paddock area. The tent would be available for our 356 friends to use for the weekend.

There is a charge for the BBQ of \$10.00 each, kids free. We provide plenty of BBQ chicken, brats/buns and condiments, and all table service. Please bring a dish to pass, we need salads, potatoes, fruit, desserts, chips, and dip. You also need to bring your own beverages of choice, we do NOT provide BEER because of logistics and liability. Whatever you bring will be appreciated. Dinner starts at **6:30 PM**.

The deadline for your reservation for my BBQ is Saturday, June 20th. PLEASE CALL, WRITE, OR FAX or E-MAIL me at:

skirmant@mich.com, to make reservations so I can order the correct quantity of meats. I always over-buy, but that leaves me extra work to

package up the leftovers. We will provide tables and chairs!!!!

We are charging \$10.00 this year to help pay for the tent/tables/chairs, the bill is about \$900.00 for this years 20' x 40' tent. Our normal Sponsors for the tent are contributing money to the Holiday this year, so we appreciate your help in paying for this nice shady resting spot for all of us to use. Mid-Ohio is selling tickets this year as follows: FRI-\$10, SAT-\$16, SUN-\$22, ENTIRE WEEKEND-\$30. This allows you to come just for Saturday qualifiers and the BBQ without paying for the entire weekend.

If you are looking for a place to stay, the L&K Motel in Shelby, Ohio (419/ 347-2141) is a tradition for many of us. Ted Dunham has reserved a block of rooms under his name and the Motor Cities Gruppe, but call ASAP to ensure accommodations as rooms fill up fast! If you need other motel numbers, call and I will fax you a list. Call NOW!!!!

BARBARA SKIRMANTS
27244 RYAN ROAD
WARREN, MI 48092
PHONE 810 558-3692
FAX 810 558-3616



A Letter From Richard Hinson

To: Sebastian Gaeta

Re: *Auspuff Roar* information

The attached are the portended trophy classifications to be awarded to participants of the 356 Registry "Meadow Brook" Holiday this July/August. Ron Roland and Vic Skirmants, trustees and columnists for *356 Registry*, finalized the classifications. The Trophies themselves will be etched bottles of wine, good wine, from California ... though I doubt that many will sample the contents.

In each category (7), the car with the most votes cast by the participants will receive a magnum of wine; the other vehicles, recognized as being "outstanding", will receive 750ml bottles of wine. The number of Trophies per category is based on the anticipated number of cars per category. As trophies they are quite extraordinary and tasteful, pun intended, and acceptable to have in a family room setting. E.g. it ain't an Autorama tower. The Trophies are to utilize the Event Logo, there will be no first, second, third designation.

We are intending to have available an additional 2 cases of 750 ml bottles that will carry the event logo. What a momento of their participation at Porsche's 50th Anniversary Celebration! They should sell for \$45.00 and go quickly. If there is additional demand early, we can have more made.

Our other collectible "treasure" is the magnetic plate, configured after the European Rally plates which is being used as an identifier into special parking areas at Meadow Brook and the Historic Races. The following are the judging categories:

Number Trophies	Category Trophy Copy	Bottle Size
1	Best of Show	Magnum
4	Coupe 356 - 356A	1 Magnum & 3-750 ml
6	Coupe 356B - 356C	1 Magnum & 5-750 ml
3	Cabriolet	1 Magnum & 2-750 ml
4	Speedster-Convertible D-Roadster	1 Magnum & 3-750 ml
3	Special Interest	1 Magnum & 2-750 ml
3	PorscheRods-Outlaws	1 Magnum & 2-750 ml
1	912	1-750 ml

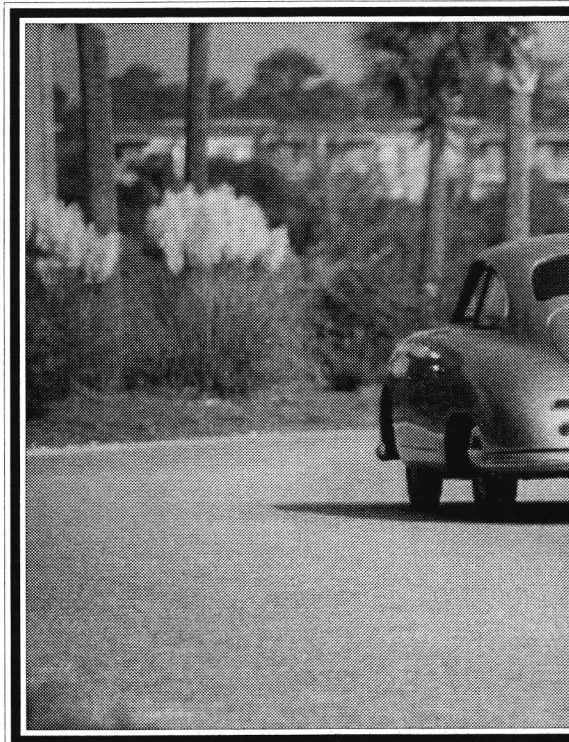
Hinson

Now YOU can own the Porsche you've seen so often in the Registry, *Auspuff Roar*, and even Italian magazines that no one can read!:

1961 Karmann Hardtop #162 professionally, properly, and tastefully converted to a Roadster/Cabriolet, hardtop included. 912 Skirmants engine, beige leather, Centerline wheels and those distinctive Carrera-Panamericana graphics. Also included is an extra '61 Normal engine, Weber carbs with manifolds, and a number of extra engine tin pieces. \$21,000. Don Marrah, Owosso, MI 517-723-1365 8-5:30 M-F



1998 Meadow Brook Concours d'Elegance Features Porsche Cars as Honored Marque ...



In 1996 when Barbara Skirmants decided to take on the 356 world and put in a bid on behalf of the Motor Cities Gruppe to host the 1998 East Coast Holiday, she had big plans. But I don't think even Barbara knew how big this event would become.

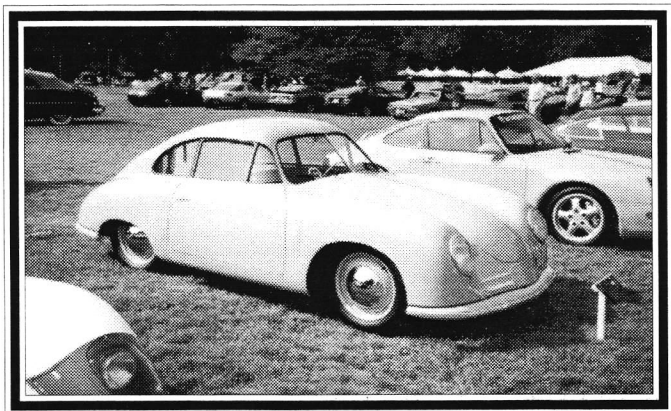
Think about it. We are hosting the East Coast version of the Registry Holiday on the 50th anniversary of Porsche as an automobile manufacturer. It will be held in conjunction with the Meadow Brook Hall Concours d'Elegance, one of the top events in the entire world. It will also take place 4 months after the death of Ferdinand "Ferry" Porsche which guarantees the historical significance of the entire event.

Barb had her work cut out for her and it is all coming together nicely. The hotel accommodations were finally settled after a dispute with, and threat of a lawsuit against us by, the first hotel we signed a contract with. They promised us things we realized that they might not be able to deliver, and we weren't willing to wait to find out if they could. It got a bit ugly but all is now resolved.

There are a million and one things to coordinate for a Holiday including sponsors, goodie bags, logos, door prizes, meals, swap meets, our own peoples choice Concours on Saturday at Waterford Hills, registration, hotels, name tags, printing, shuttles, the hospitality

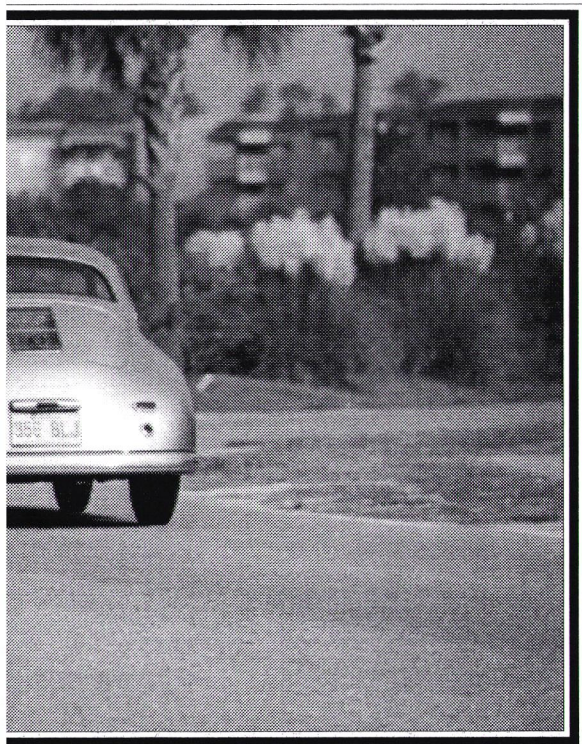
room and two items unique to our Holiday: Trophies for our own Concours will be bottles of wine etched with our event logo, and magnetic rubberized license plates with your name, hometown, and model of 356.

Meadow Brook Hall also asked us to locate the cars for the Concours d'Elegance on Sunday. I already had experience with this sort of project in '95 locating the cars for the "Eyes on Classic Design" show when Porsche was the Honored Designer, so I accepted the responsibility for Meadow Brook. With help from Barbara Skirmants and Richard Hinson, we have assembled some very special Porsche's for your viewing at Meadow



Clockwise from Top: A.J. Hartman's exquisite 1950 split screen Coupe. Heath Hurlbert's light radium green Green Metallic America Roadster. Jack Thomas's 1956 Carrera Cabriolet. Chuck Stoddard's serial #009 (but 6th built) Gmünd Coupe.





...And The 356 Motor Cities Gruppe brings them to you!

By Sebastian Gaeta

Brook.

I'll describe the cars to you chronologically starting with Chuck Stoddard's 1948 Gmünd Coupe.

It is serial # 356/2 009, but is actually the 6th car built at Gmünd as the "Factory" (Saw Mill) did not necessarily issue serial numbers chronologically. It has a Grey exterior with a red interior and tan carpets. It took four years to restore the car with many details researched by contacting the original owner who still lives in Vienna, Austria.

A.J. Hartman, of Quebec, Canada, will show his 1950 Coupe. It is the only known 1950 Coupe in North America

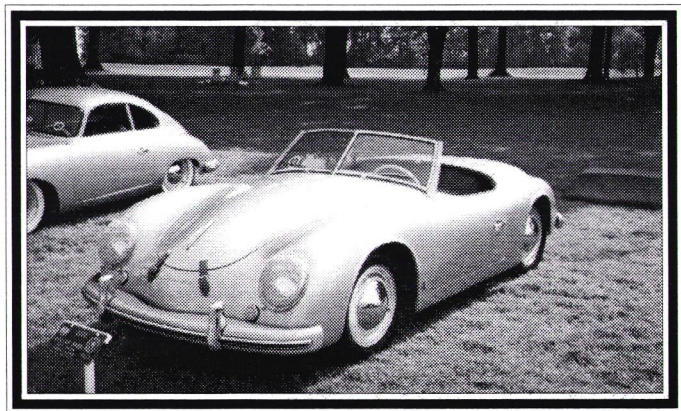
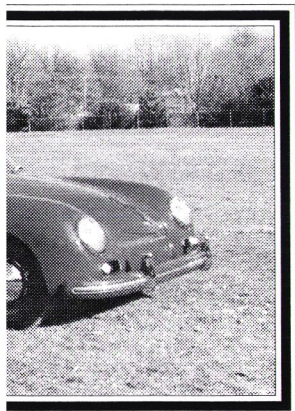
that is authentically restored. Research for the restoration project included trips to the factory in Stuttgart to authenticate details of the car.

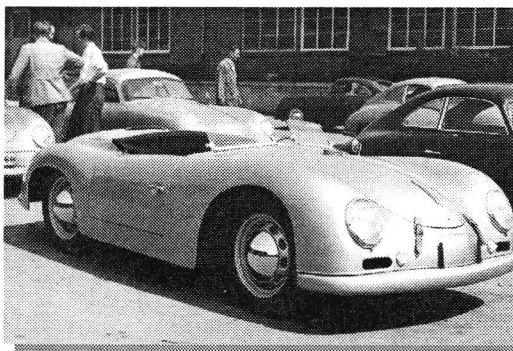
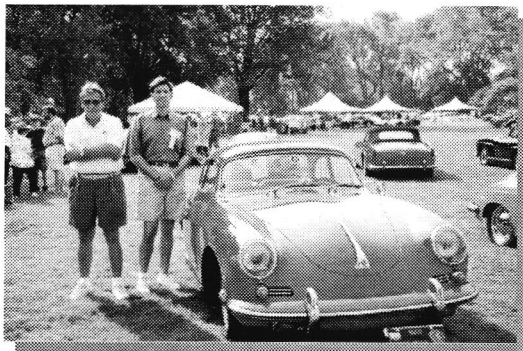
Chuck Whicker is the proud owner of a fully restored Reutter built '51 Cabriolet, serial #5138. It is one of only a handful of "Split Screen" Cabs left in the world, let alone restored. This car will bring a smile to your face.

Dr. Ray Knight is the owner of the Porsche Sauter Roadster which is a one off prototype of the America Roadster. A great deal of mystery and complicated twists and turns abound in the story of this car. The long and short of it are that the

car was built by Heinrich Sauter (Who had a close relationship with the factory) before any of the "America" roadsters were built, and that the design is eerily close to that of the original Porsche drawings for their own roadsters which were changed before production.

Be sure to check out the "Suicide" doors and other differences between the Sauter and a production car because our own Heath Hurlbert will display his gorgeous '53 "America" roadster, restored by another MCG member, Ron Roland. there were 16 built, 12 are known to exist and only four have been restored. This roadster is painted in Light Radium Green, and is the only one to leave the factory with 6 gauges and a competition oil sump.





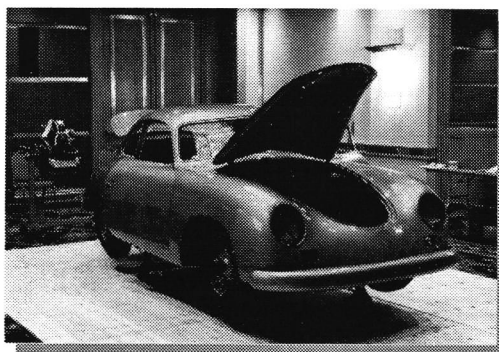
Robb Report and 356 Registry magazines. Dick is also the Four Cam Forum editor of the Registry Magazine.

Dennis Frick will bring his beautiful (but regularly driven) '58 Sunroof coupe to this year's show. This car has a front end "bra" that Dennis had specially made in the same color as the car. He even had silver material sewn into it that is patterned after the chrome overrides and the hood handle. The illusion is quite something when you see this car coming at you from a distance, but don't realize the cover is even there until you are about 15 feet from it. Dennis is the Concours chairman of the PCA and has restored some of the rarest Porsche's in existence. His coupe won the prestigious Antique Automobile Club of America's S.F. Edge trophy in 1996 for the outstanding restoration of a foreign made auto. He has even created a flawless 904 replica on top of a 914-6 platform, as well as restoring two other cars that are entered in this years Concours. Read on to see which ones.



The next car shown will be Brett Johnson's '55 Sunroof Coupe, "Crummy Buttons." Brett's car got this name because it was written on the fender of the car when he first bought it. "Crummy Buttons" is a breakfast cereal that is a running gag on an episode of the Dick VanDyke show from the 60's. This car is best known for it's final assembly done in the Ballroom at the Host Hotel of the Gulf Coast Holiday of 1993.

David Draper is the owner of the '55 "Pre-A" Spyder that will be at the show. This car is a very nice example that was also shown next to a Boxster at an SAE dinner in Detroit hosted by Porsche last year.

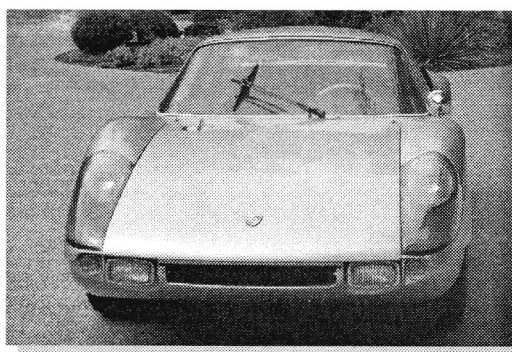
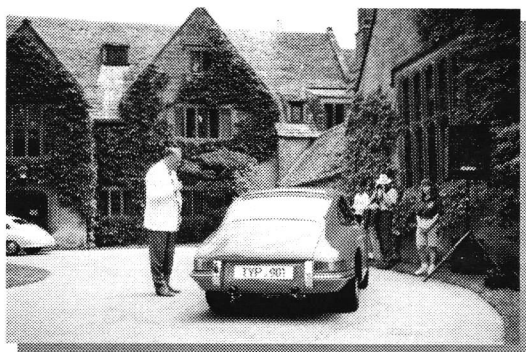


Richard Hinson was fortunate to find Jack Thomas's '56 Carrera Cabriolet, with less than 20,000 miles, for the show. This car is pictured in Cole Scroggum's recent book about Carreras and four cam cars.

Dick Koenig is the proud owner of an Aquamarine metallic '57 Speedster with Rudge wheels. This car has appeared on the cover of both the

The Motor Cities Gruppe's own Frank Malik. will bring his clean '62 Karmann Hardtop. Frank bought this car from a Dentist who owned it for over 20 years and put over 200,000 miles on it. The car is mostly original and has as clean an underside as you'll see on an unrestored 356.

James Schrager from Mishawaka, Indiana is an Oakland University graduate and will be proudly dis-



Clockwise from Left:
Chuck Stoddard's 904 .
Don Meluzio's 901 Prototype.
Brett Johnson's '55 Sunroof.
Dick Koenig's Speedster.
Frank Malik's Karmann Hardtop. Ray Knight's Porsche Sauter Roadster.

playing his '62 Twin Grille T-5 Roadster (He has the Kardex to prove that it came from the factory that way). Jim is the "Market Watch" editor of the 356 Registry magazine.

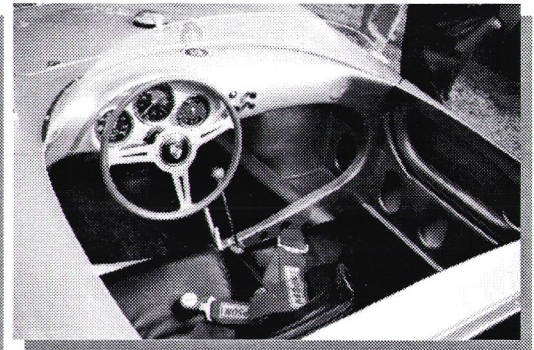
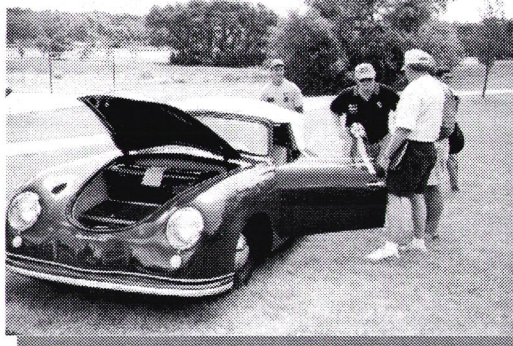
Don Meluzio will bring his 901 Prototype from York, Pa for this year's show. The car is the oldest of the 901's and has been immaculately restored by Dennis Frick. This car has some wild features like a *forward* sliding sunroof and houndstooth inserts in the seat trim. The wheelbase and track are different from the eventual production 911's, and seeing it in person is a real thrill. This is a special event for Don as he is a Chrysler dealer, and Chrysler is the other Featured marque in this years Concours.

Dennis Frick will also be bringing the 902 Prototype which is actually the 912 Prototype. Dennis also restored this prototype, (this time for the CEO of a Fortune 500 company) which is black and devoid of any exterior trim. The Meadow Brook event will be the cars first public showing and we are excited to have it.

Chuck Stoddard will also bring to us his '64 904 GTS. If you are not familiar with the 904 it is an all fiberglass body on a fully boxed steel frame using the venerable 4-Cam engine. It was the last "Street legal" race car that Porsche built as subsequent cars were not fitted with turn signals, etc to satisfy the Constabulary.

There are only three remaining '64 SC GT's out of the six built. Bill Durland from Lancaster, PA will be driving his to the Holiday *and* showing it at Meadow Brook the next day. The car

Counter Clockwise from Right: Jim Schrager's '62 Roadster. Bill Durland's '64 SC GT Coupe. Roll Titsworth and his 911S at Speed at the '72 Parade Autocross. Neil Goldberg's Cab. Denny Frick's '58 Sunroof Coupe. Interior of Dave Drapers Spyder. Chuck Whicker's '51 Cab.



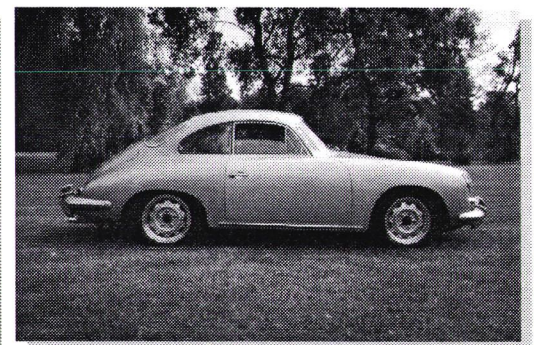
was recently repainted the original silver and will be in top shape for the Concours. Bill has owned this car for a number of years.

Our own Neil Goldberg will display his immaculate '65 C Cabriolet, and the only mystery here is this: Will he use his "Top Up" Top or his "Top Down" Top for the show. I guess he will let the weather report decide this one!

Bill Lovett's '65 911 has got to be one of the nicest original early 911's in the world, and it resides right here in Michigan. It was built in the '65 model year but did not immediately sell at the dealer and was titled a '66. Wait till you see this car next to the 901 Prototype!

Rollin Titsworth is the original owner of his '69 911S and we are lucky to have it for this years Concours. With under 50,000 miles on the odometer it is just as delivered save for an aftermarket steering wheel added a few years back.

Many of these cars will be seen the day before Meadow Brook at our own Concours, and this will give you a chance to visit with the owners and get a much closer look at the cars than on Sunday. Good viewing!



356 Motor Cities Gruppe Garage Tours/Bull sessions

This season, the Motor Cities Gruppe is going to try the same old thing only different. One Saturday of each month this summer we're going to have a **Garage Tour/Bull session**.

The first was at Dick Beecher's house on June 13th. (Ed note: since this issue is going to press *before* the event, here is a rundown of what was *supposed* to happen): Coffee and Rolls were served to the first 150 people who showed up! Bench racing and B.S. was the main topic of conversation. Later in the morning we took a nice driving tour of local country roads to take the place of the **stillborn Doc Block Spring Tour**.

The Second Garage Tour this Summer will be at Tord Smedberg's on Saturday July 11th at 9:00AM. Have a cup of coffee, B.S. for a while and see some great Garage equipment. We might even have a little road tour following. If you have any questions, comments, or suggestions please call Tord at 248-474-3340 or Bill Toburen at 248-887-3029

WE ARE LOOKING FORWARD TO SEEING YOU ALL THIS DRIVING SEASON!



I-696



**TORD SMEDBERG
26500 ROSE HILL DR
FARMINGTON HILLS,
248 474-3340**

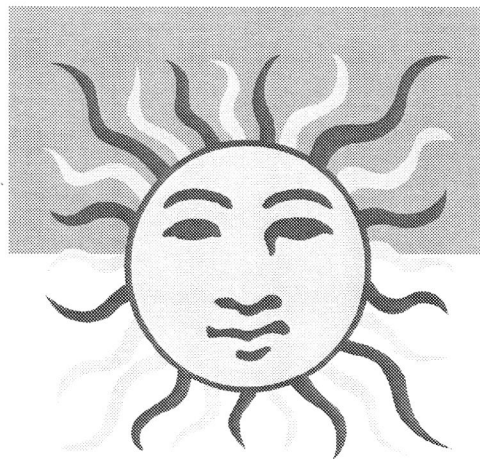
356 MOTOR CITIES GRUPPE SUMMER PICNIC SUNDAY, AUGUST 16 1 PM - 6PM

LOCATION: John & Carroll Thomson's 1865 era vintage home and gardens, located at 4600 W. Liberty Road, Ann Arbor, MI. Phone 734-662-8661 4pm to 9PM ONLY!! please. Call to let them know what dish you will bring and how many in your party.

Bring a dish to pass and your beverages of choice and chairs if possible. The Motor Cities Gruppe and the Thomson's will provide the rest.

1-94 just West of Ann Arbor Exit #169 Zeeb Road

South to Liberty Rd, turn Left or East Bound onto Liberty Rd, 1.2 miles to 4600 located on the North side, look for a large red brick home directly across from Knight Rd which dead ends into driveway.



Custom 356 Sheet Metal

356 Complete Door Skins

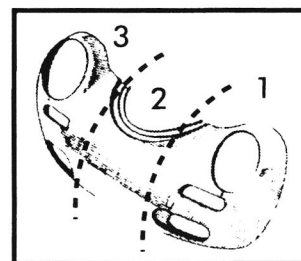
For years complete door skins have been a problem for the 356 restorer. They've either been unavailable or of such poor quality that they're unusable. These skins are of excellent quality. Special order item; allow four to six weeks for delivery.

NLA.531.003.10.....356A Coupe door skin, left
NLA.531.004.10.....356A Coupe door skin, right
NLA.531.003.20.....356A Cabriolet door skin, left
NLA.531.004.20.....356A Cabriolet door skin, right
NLA.531.003.40.....356 Speedster door skin, left
NLA.531.004.40.....356 Speedster door skin, right
NLA.531.003.05.....356B/C door skin, left
NLA.531.004.05.....356B/C door skin, right
NLA.531.003.26.....356BT6-C Cabriolet, left
NLA.531.004.26.....356BT6-C Cabriolet, right



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**Ordering all three pieces will not give you a complete nose.*

A CELEBRATION IN BLACK

By Steve Moore

(Ed. note: I would like to thank Steve Moore and Dale Moody of the Windige Stadt Klub in Chicago for the permission to reprint this article from their newsletter. As I was searching for the proper material to honor the life of Ferry Porsche, all that I could find were statistics and timetables of his life and accomplishments. But most of us are pretty well versed on his life's work already, so I didn't feel that time tables were a proper tribute. Then I received my Windige Stadt Klub newsletter and read the following article. I've never felt compelled to reprint material before, but read on and see why I did.)

On March 28th I called Mike Robbins ten minutes before I was being picked up for a business trip to Germany. While asking about the status of my '64 Cab transmission that Mike is rebuilding, Mike informed me that a friend of his heard via short-wave radio that Dr. Porsche had died the day before. I was saddened and shocked to hear the news but interested because I would be staying close to Salzburg, Austria for the next week.

During the trip over I reviewed every German and English newspaper to verify what Mike had told me. I found the New York Times had a whole page dedicated to Dr. Porsche's death. I heard nothing more on the news all week but was told by some Porsche friends from Austria that the funeral would be a small family affair. But being so close to his place of

death, made me think of him often.

On most business trips I purchase a gift from that region for my wife. This time I bought a boiled wool jacket and at the time I had no idea where this transaction was going to lead me.

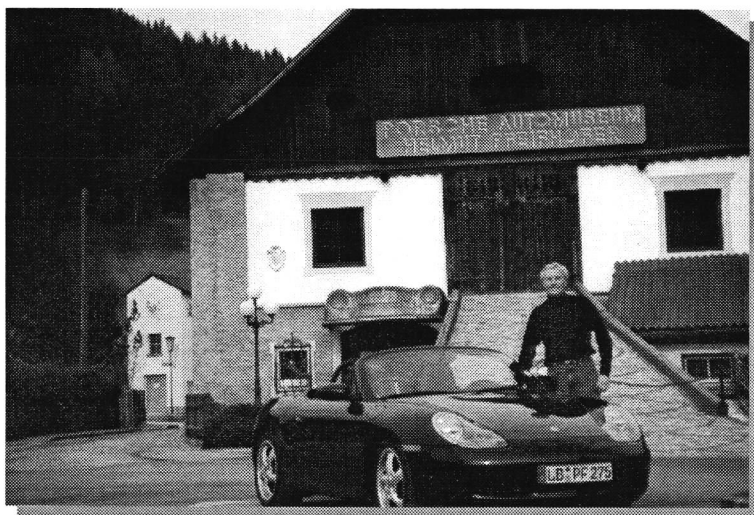
After a week that did not offer much free time, I headed back to the Munich airport only to remember that I had left the jacket I bought for my wife back at the hotel near Salzburg. At the airport I made a call to the hotel to see if they could ship it to me. The answer was they could not because they would have to take it to Munich and they could not leave the hotel. It was suggested that I return to retrieve it.

After changing my flight and leaving my colleagues behind, the wheels began to turn. If I had to make the return trip, it was not going to be in an Audi A2 box. What I wanted to do all week was now a possibility -- Make a pilgrimage to Gmund to pay my respects to Dr. Porsche -- IN A PORSCHE. After seeing all the Porsches at the airport, I knew I could rent one. I approached the Avis counter and asked what the rates were; 320 Deutsche marks per day with a 300 kilometer free limit and 1.8 marks for each kilometer beyond. After some quick calculations on how far it is to Salzburg, then adding on the extra kilometers to Gmund, plus the additional mileage to pick up the jacket, I decided this was not going to be cheap. Hesitating for a second, I asked what color the Boxster was. Black is perfect, I will take it! And off I ran to the rental lot.

The Boxster was in a tight spot so I set my luggage and brief case down to pull it out and in all the excitement ended up running over my brief case with camera, glasses, recorder and all in it. (I didn't stop to check it until that evening, but the damage was small.) The next problem was that my suit case would not fit in the rear trunk, so I tried the front and it was two inches too high there too. So, in the passenger seat it went. My first impression was, yes, it's a Porsche; the key is on the left, sounds like a 356 as the engine turns over, but all 911 on idle. Off to the Autobahn!!

The traffic grind around Munich gave me time to get used to the gauges and shifting. The shifting is not the typical smooth German gearbox, but a little knotchy like the 356. The light rain caused me to use the wipers which, with the low top, made me feel more like driving a 356. I decided to turn off the radio and see what it sounded like. The Boxster is too refined to make much music except above 5,000 RPM which I passed through a lot when I downshifted from 5th to 4th and back to 5th when passing on the Autobahn. I did not get many flashing lights in my rear view mirror, but I did get a lot of Bim-

**Steve Moore
Stands beside
the black Box-
ster
outside of the
Porsche
Automuseum,
owned and
operated by
Helmut Pfeif-
hofer in
Gmund,
Austria.**



mers pushing me to speeds around 220 KPH. Once into Austria, starting up the Alps over the pass into Gmund, I found it easy to pull away from anything on my tail after that fun downshift into 4th. Above 165 KPH, the top would start to pulse which was irritating. I do not think this will be a very, popular Autobahn cruiser for most Germans.

The Autobahn to Gmund is spectacular, especially in Austria. Once near the Gmund there is a large sign which says PORSCHE AUTOMUSEUM and signs lead you right to the spot. Once pulling up to the site, I felt a strong sense of reverence given his death and being at the birthplace of the 356 in a black Boxster, similar in design to the 356 Number One. The time was 2:30 P.M. so I had only an hour and a half to see the museum. Both floors of the museum are interesting, especially the old photographs, engines, the aluminum 356, and the replicas of the wooden bucks used to form the aluminum bodies. But study your German because *everything* is in German. At closing I bought a few post cards and walked outside to find the sun popping through the clouds. I sat in the Boxster with the top down writing post cards and watching as people admired the car. Children would run up, look at the instrument panel and run off. An older gentleman came by with a cane and stopped several times to study the Boxster from several different angles. Upon walking away, he stopped one more time and looked back at it. I wondered if, maybe, he was around when Number One rolled out and it brought back a memory.

I decided to walk over to a nearby church, which I am sure was there when Number One rolled out, to light a candle in memory of Dr. Porsche. Walking out of the church, a man appeared thrusting his Romanian passport in my face with pictures of his children begging for money. Usually reluctant, I offered a few coins but he was not happy until I emptied my pocket of change. Walking back to the Boxster, I noticed a stream of children running up looking at the drivers compartment and many others constantly admiring the car.



Above: Cruising on the Autobahn as seen through the windshield of the Boxster

Right: Sign in Gmünd, Austria pointing the way to the Porsche Automuseum

Upon leaving Gmund, I decided to take the curvy, mountain road along side the Autobahn for 50 *klicks* and keep the top down across the Alps all the way to Munich. Now was the time to celebrate the life accomplishments of Dr. Porsche and get back on the road. It was then that a couple of *crotchrockets* blew me off down the center line and I realized that the Boxster sounds more like a motorcycle engine at 5000 RPM than anything. I was soon aware I missed the sound of the old 356 fan and exhaust note. While cruising up the Mountain road, the only handling limitations the Boxster had was the suitcase constantly banging my right arm. With the top down, smells, noise, wind, and view excite the senses, at the cost of a lot of wind.

Back on the Autobahn I stopped at a roadside stop and again the Boxster drew a crowd, especially from the tour bus of East Europeans. They like the way the top neatly folded out of sight. I left them in the sound of music—5,000 RPM.

Once across the border into Germany near Rosenheim, I looked for the back road across the mountain pass to the small Bavarian town of Schliersee for the night, now that the sun was starting to set. After a few circles, I stopped at a gas station for



help. A girl with purple hair and rings in her nose told me to go up the road and turn right on a very narrow single lane road which would take me over the pass. Somehow, I trusted her and her directions were good. It was dark now and I had a set of lights in my rear view mirror but they were no match for the curvy mountain uphill climb. The smell of mountain pine was wonderful as I cruised through a logging camp to the mountain top where the snow was melting. After checking a few hotels, I finally found one with the friendly help of someone I met earlier in the week. I had covered about 600 *klicks* so far and I was tired and had forgotten how it felt to drive that far and fast in an open car. I took a shower and went to bed but woke up at 2:00 A.M. thinking about driving. So I packed up and hit the road again. It was a great time to open it up on the Autobahn and the Boxster maxed out at 247 KPH.

I made my 8:00 A.M. flight in plenty of time. A journey to pay respects turned into a celebration of the life accomplishments of Dr. Ferdinand Porsche by enjoying a great ride in a black Boxster. only next time, I will make it in a 356.

By the way, my wife loves her golden boiled wool jacket!

Steve Moore

East Coast Holiday '98 July 30 - Aug 2

Thursday, July 30, 1998

3 - 9 pm Registration, Hospitality room with Goodie Store and Vendors. Dinner on your own.

Friday, July 31, 1998

8 am - 7 pm Registration
10 am - 10:30 pm Hospitality room/ Vendors and Goodie Store
10 am - 6 pm Waterford Hills Historic Races, practice session
10 am - 9 pm Ladies - Somerset Collection or enjoy the pool
Noon Parts swap meet, Hotel parking lot
Tech sessions to be determined
7 pm - 9 pm Buffet dinner in Hotel Ballroom
7 pm - 10:30 pm Literature/Model swap meet, Hospitality area

Saturday, August 1, 1998

7 - 10 am Registration
8 am Cars depart to Waterford Hills Race Track for staging of the People's Choice Concours.
10 am - Noon People's Choice Concours judging
Noon Parade laps
1 pm Buffet luncheon
3:30 pm Feature 356 race
7 pm Cocktails in lobby area/Cash bar
7:45 pm Awards Banquet Dinner

Sunday, August 2, 1998

7 am Depart hotel to Meadow Brook Hall, 356 Holiday parking corral for all 356's.
Noon Buffet luncheon in Porsche parking corral.
3 pm 356 / Austin Healey Challenge race at Waterford Hills



Make your hotel reservations now!

Call the **Somerset Inn** at 248-643-7800

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Registration includes a product-filled canvas Goodie Bag; access to hospitality room; admission to Historic Races, Program, and Meadow Brook Concours; Saturday Continental breakfast; magnetic personalized event car plaque and more. All meals include tax and gratuity. For inquiries about registration, call David at 248-547-5875 eves. For other questions about the event call **Barbara Skirmants** at 810-558-3692 or fax 810-558-3616. Mail your registration form with check or money order payable to **1998 Meadow Brook Holiday David Peterson, 434 Hendrie Blvd., Royal Oak, MI 48067**

Porsche's 50th Anniversary will be celebrated in Michigan in grand style. Fred Schwab, CEO and President of Porsche Cars North America will be attending, with Bob Carlson, General Manager of Public Relations. They are bringing 6 factory race cars, the #1 Roadster, a 718-RS60, 908-3 Spyder, 917 Coupe, 936 Spyder, and the 962 Rothmans car. Driving these cars on Saturday at Waterford Hills at **SPEED** will be **Hurley Haywood, Brian Redman, George Follmer, and Vic Elford**. We will have Porsche parade laps during the lunch break. Also scheduled at 3:30 p.m. is a feature 356 race.

Waterford Hills is a 1.5 mile long, 13 turn, driver challenging track. We will have a large tent furnished with tables and chairs. Continental breakfast will be ready for you. Also included is beverage service for the day, including draft beer starting at lunch time. We also are providing a 25 passenger shuttle bus from the Hotel to Waterford Hills and back, for those later arrivals. *This is the only event where Porsche Factory race cars and drivers will be participating during a 356 Registry Holiday.* It promises to be a very exciting day for all of us.

As part of your Registration we are providing two new exciting items. Each Registrant will receive a magnetic personalized event car plaque. Your name, city, state, and your car information is printed in color, suitable for framing after the event. This plate is in the Mille Miglia style, and will be a prized possession from our event. The other item is a canvas pocket bag. This bag will come stocked with goodies for both you and your car. This bag will come with event patches on both ends, it is the perfect size to set on the passenger floor and will hold de-fogger, Rain-X, hand cleaner, a flashlight, and maps. PCA gave a similar bag away at the 1989 Parade and it is so popular they now sell on the secondary market for \$100.

Sunday morning early we arrive at our 356 Porsche reserved parking corral in front of Meadow Brook Hall. Porsche's 6 factory cars will be parked in front of the hall showcasing the featured Marque. Porsche will have 2 circles of 12 cars each, and one circle of Porsche race cars. By arriving early we get to watch the Concours cars driving onto the grounds and walk among the cars before the larger crowds arrive. We will have a buffet luncheon in the parking corral area at 12 Noon. You can sit in the grass and watch the cars driven across the judges platform and listen to the narrative about each car. The cars are also shown with models dressed in the French concept of a Mode du Concours.

Sunday afternoon at Waterford Hills Race Track there is also a feature 356 / Austin Healey race scheduled, your tickets are good all 3 days. There is a lot going on for Sunday. You might want to stay Sunday night and join your friends in the Somerset Inn dining room, and start home Monday morning refreshed.

Our Holiday team promises you a grand time, and we are working very hard to make this Holiday a happy experience in Michigan.

Cancellation policy:	Date	Penalty	Meals
	Before 6-15	-10% of Registration	Full refund
	6/15 through 7/15	-30% of Registration	Full refund
	After 7/15	-40% of Registration	No refund*

*No refund on guaranteed meals unless they can be re-sold.

Registration Form • East Coast Holiday 1998 • Troy, Michigan

Registrant _____

Co-Registrant _____

Address _____

City _____

State _____ Zip _____

Day phone _____

Eve phone _____

Are you planning to drive your 356 to the Holiday? Y/N _____

If yes, Year: _____ Model _____ Type _____ Color _____

Need space at the: Swap meet _____ Literature meet _____

Member # _____

Under 18 yrs. - no registration fee

For meal and event ticket info please

call David Peterson at (248) 547-5875 eves.

Registrant **\$115.** postmarked by 6/15/98 \$ _____

\$165. postmarked after 6/15/98 \$ _____

Co-registrant (over 18) **\$85** \$ _____

Friday night buffet at hotel ballroom _____ x \$29 = \$ _____

Saturday buffet lunch at Waterford Hills _____ x \$15 = \$ _____

Saturday Awards Banquet Hotel Ballroom, choice of:

Prime Rib _____ x \$30 = \$ _____

Chicken Milan _____ x \$27 = \$ _____

Salmon en Crute _____ x \$28 = \$ _____

Sunday Buffet lunch at Meadow Brook _____ x \$17 = \$ _____

Totals Checks or M.O. from US banks in US \$ \$ _____

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How to make an old Porsche Fly	18
Authenticity Revision 3	20
356 Registry Technical and Restoration Guide	18
Driving in it's Finest Form (Conrad)	60
Porsche 356 Carrera (Scrogam)	25
356 Porsche Defined (Johnson)	25
How To?, How Come?	20
Porsche 356 (Long)	35
American Road Racing 50's & 60's	32

The Fanatics Choice

VW Now and Forever (Schuler)	25
Porsche Racing, Sparrow	25
Automobile Year #45 (97-98)	46
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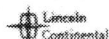
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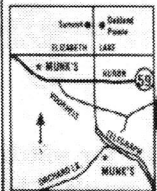


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