

Auspuff Koar



Year End 2003

www.356motorcitiesgruppe.com

ON THE COVER:

Period photo of a pre-A coupe in the Alps. Note the twin side mirrors, luggage rack and Hella-128 style driving lights above the front bumper. This is more than likely a '55 because of the crested hood handle, but anything can be upgraded, right?! If it is a '55 it does not say "Continental" because they were only U.S. bound cars.



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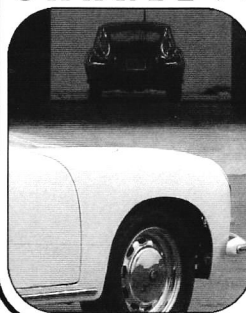
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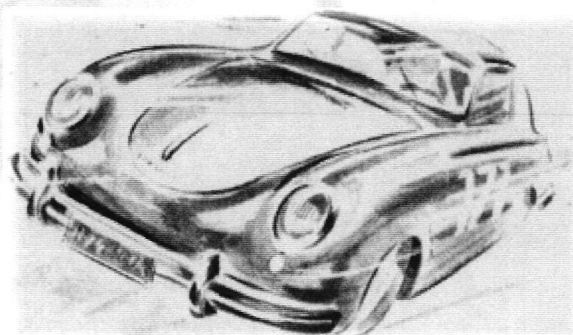
ZÜNDFOLGE

356 Mechanic

28 year Registry member

Part Time 356 Work

Bill Demeter 313-331-4104



PRESIDENT'S LETTER



Last issue of the year – so it's appropriate to do a recap of the past year's events.

Your Board of Trustees achieved a goal they set for themselves early in the year: four of the five major Motor Cities Gruppe events were hosted by folks that had not been previously tapped for the honor of putting together an event. So, let's hear it for Toby and Sher Toburen (Early Spring Dinner), Brad and Gabby Richards (Spring Tour), Vic and Barbara Skirmants (Summer Picnic/Open House), and Sebastian and Narmeen Gaeta (Summer Dinner Cruise). Fun things included antiquing in Blissfield, Tulips in Holland, muscle cars in Saugatuck more, of Sebastian's secret Washtenaw roads and that last quarter mile to get to Skirmants' driveway. And of course, in all instances, friendships being constantly re-kindled, renewed and reinforced.

We will be closing the year with another festive Holiday Party. We have a new location for a little change of pace and scenery, holding the event at Bakkers of Milford (which I believe is actually outside of Milford). Mike and Maureen Heilmann did the research, and knowing from their efforts on the 2002 Fall Color Tour, it will be an excellent choice. Hopefully, our zealous auctioneers will enliven the group to bid great quantities of money on items that only days earlier were extracted from the depths of a workshop or attic.

2003 marked two significant events in the history of the 356 Motor Cities Gruppe.

At the beginning of 2003, we launched the 356 Motor Cities Gruppe website. This has to be the highest quality, best-maintained car club site (regardless of car make or model) anywhere. And that's not just the opinion of the folks in the Gruppe. When we were in Asheville for the East Coast Holiday, people would stop and compliment us on the site and even thank us for having put it up on the internet – and then fol-

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lowed up telling us what a fine collection of 356's we had (a virtual mini-concours). Gottfried Hogg has invested his time and effort two ways here – first through the construction of the site; and then by populating the site with all of those gorgeous photographs.

The other major milestone for 2003 was the publishing of the 100th issue of *Auspuff Roar*. Sebastian, along with Gottfried, expended huge efforts in collecting all of the old issues, gleaning

them for fond remembrances, researching dozens of members' photo archives and constructing this document page by page. They magically captured all of the key moments of our Gruppe in that single issue. And the masterstroke was gathering all of the past Presidents and newsletter Editors for one more column. What a great way to cherish our history!

As a final thought for this year, let me again encourage you to let us know of new ideas for events as well as ways to further improve the existing ones. And we are always looking for volunteers – so if you have a fresh thought for an event, step up and take the reins. And remember, co-hosting by more than one couple is allowed.

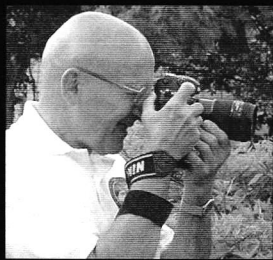
Moving on to the year 2004. First, the 356 Motor Cities Gruppe will soon have two new Trustees, Bill Rohrer and Michael Heilmann. And as we welcome them to the Board, we should, at the same time, thank out-going Trustees Sebastian Gaeta and Brad Richards for their service in guiding the club for the past two years. Job well done!

Your Board now consists of Barbara Skirmants, Dan Christie, Dennis Denyer, Michael Heilmann and Bill Rohrer.

And lastly, check the Events Calendar on page 12 for the Winter Blues Dinner in February.

Happy Holidays,

DAVE



Pre-A Buyer's Perspective?

by Gottfried Hogh



It was the night before going to Sebastian's with a copy of the nth revision of an article on 'viewpoint and perspective' in photographing 356's. There were some misgivings about the content. To reorient my thinking and perhaps pick up a few writing and stylistic cues from previous Auspuff Roar articles, I thumbed through the previous issue and read Adam Johnson's account of the trials and tribulations on purchasing a tub on eBay.

Why can't I write an interesting article like that? . . . Several of my Gruppe colleagues are inveterate eBay shoppers and sellers, and they have attempted to get me participating in that marketplace. Despite being a longtime 'net surfer, downloader of various Mac software, and web programmer, the eBay bug has not yet caught me. I've purchased computer and camera equipment via the net or over telephone, but in the case of an automobile purchase, I've always wanted to look the seller in the eye and so to speak, the 'horse in the mouth'. And by the way, I had already written a couple of paragraphs of how I'd acquired my Signal Red 356-C Cabriolet. It was in an earlier article that delved a little into the history of our newsletter. So it was out of the question that I should do another brief account of buying a 356.

Or was it?

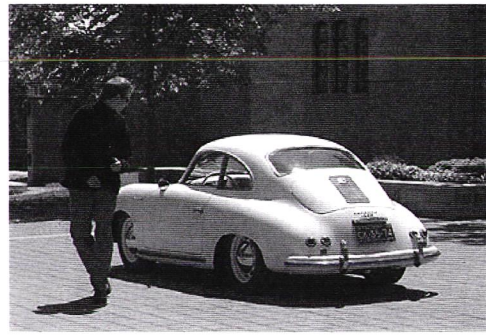
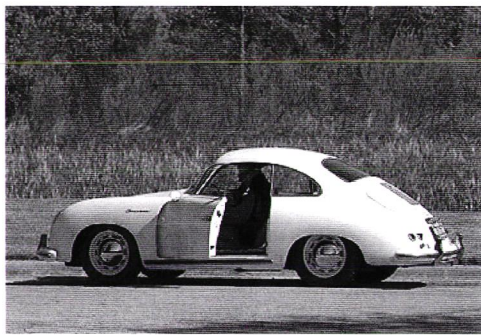
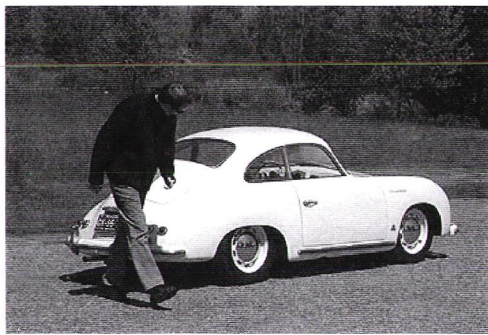
Well, minds move in strange ways. Since I did not know of anyone who had recently purchased a 356 and whose account of the transaction I could somehow transcribe into an Auspuff Roar article, it was left to me to come up with an alternative solution. I would just have to do the task myself. These thoughts wafted through my head while I was sitting in Sebastian's basement editorial office, and he was in a telephone conversation with Brad Richards discussing some points of a current design review article.

It was about 1 PM Saturday, November 1, 2003. When Sebastian returned from the phone conversation, he informed me that Brad was considering selling his white 1955 Continental coupe. I was surprised. Sebastian also mentioned that Brad was still in the early stages of going to the market, but that Brad had already spoken with Bill Rohrer on the topic. It took me only about two or three seconds to decide to talk with Brad myself. We called back and a bit later in the day I had an initial 'buyer-and-seller' discussion with Brad. So here was an opportunity for a short Auspuff Roar article, but I first had to purchase the pre-A.

The first time I saw Brad's Continental was at the 2001 Meadow Brook Hall Concours d'Elegance. I was driving my Zenith blue Boxster while taking my next door neighbor to that annual automotive event. It had just been parked next to Dick Beecher's champagne 356-C Cabriolet, in the Porsche row of the 'B' lot. Dick and I were exchanging small talk when this beautiful, white, bent-window Porsche coupe pulled into the spot next to the Boxster. The descriptive modern term is 'awesome'; to this old codger it was simply 'awe inspiring'. I then met Brad, took some photos (see below), and he explained that he was still working on it. It certainly looked complete to me.

That introduction to the Pre-A model prepared me for Mike Imarino's immaculate 1956 356-A silver European at 2001 Ohio Tub Fanatics corn roast in Richfield, OH. Then during the Gruppe Spring Tour of 2002, I again saw Brad's car, this time on the road and during an event at which I had ample opportunities to also inspect another of our members' Pre-A coupe. This of course was Dan Christie's elegant Turkish Red Continental. First I saw it parked next to Dave Peterson's Arena red Boxster in Willis, and later was able to also photograph it together with the statuesque (and statuary plaster) goddesses (behind a chain link fence) at Rowes' Corner, on M-52 and





Pleasant Lake Road. That gave Sebastian and me the opportunity to present a whimsical cover photo on the June - July 2002 cover of Auspuff Roar. This past summer Brad, Sebastian, and I scouted the route for the Gruppe Summer Dinner Cruise in our 356's. During that trip I was able to get a cover photo of Brad's white Continental for the previous (Oct. - Nov., 2003) issue of our newsletter.

Since the autumn of last year my education in Porsche 356 typology has now finally reached a point at which I could begin to appreciate the early models: the A's and Pre-A's and the Gmünd coupes. It may have taken five years, but then I may be a slow learner when it comes to Porsche history of the late 40's and early 50's. Initially I saw mainly shortcomings -- characteristics and properties I interpreted as deficits because I came to them in a time reversed perspective, from considerations of such more recent models as the 911, the 356-C, and more recently, the thoroughly modern Boxster.

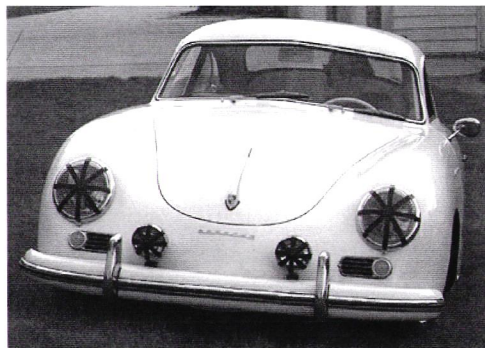
At this point I'm not so sure of exactly how my re-evaluation and now my considerably higher valuation of the early models has come about. The process was relatively slow. I recall at one point, shortly after acquiring the C Cabriolet in

1998, I made an observation to Sebastian G. or Bill R. that I would never consider getting an 'A'. Much as I like the spartan Speedsters and Convertible D's, I was then of a mind set that I would not add any Porsche earlier than the 'C' to my stable.

Well, I changed my mind. After a two or three hour discussion on the afternoon of November 1, my comment to Brad was that I would make a definitive decision within a week. By the following Wednesday I had pretty much decided to go ahead with the purchase. During the following week, it then became a process of drawing up a sales agreement and of arranging for the funds transfer to conclude the purchase. Two checks and a five and one dollar banknote got me the Bill of Sale, but it has not yet resulted in the physical transfer of the Continental to my possession. One stipulation in our agreement allows the Pre-A to over winter in Brad's spacious garage. There are also a number of other codicils.

Possession of this particular old Porsche has a number of varied aspects as seen from my perspective. There is the social and legal responsibility of motor vehicle ownership as it pertains to the state government. That's fairly well defined, with registration and licensing, taxes and insurance forming the four legs of a well known bureaucratic

quadruped. Once past that beast, there remain the application and employment of this almost fifty year old, quite historic vehicle. I did not buy the Continental only to place it into my garage. Anyway, I'm planning to build a new, more spacious garage to facilitate the larger pool of Porsches for which I'm now responsible. A consideration in the purchase decision was the specific trips this 356 would be assigned over the next couple of years. The white 55 Continental will come out of



storage early next April, and either Brad or I will bring it to the first major 356MCG event. It will not turn into a daily parker. See you next year.

Continental





'Twas the Night

Twas the Night Before Christmas And all through the shop, not a wrench was a turnin', the work had all stopped. But something inside me made me jump out of bed. My wife said "You're crazy; you're out of your head." But nothing could stop me, I just had to go, I'd never driven a 356 in the snow.

I whipped off the cover, slid into the seat, 'twas then that I realized the car's not complete. No battery, no gas or a key in the hole, but that didn't matter—these cars have a soul. She fired right up, zipped right out through the door, 'stead of rolling on pavement, she started to soar. I was not even steering, I had no control, the car seemed to know where it wanted to go. It quickly became apparent to me, 'twas my Motor Cities Gruppe friends she would take me to see.

There's Gottfried, he's got his ol' Nikon in hand, shooting some photos; the best in the land. And then there's Bill Rohrer, inside his blue Cab, driving with Jill, she's still looking Fab! Here's Brad and Gabby, getting ready to host, yet another event, I think they're the "most". Tim Buko and Monica, all snug as a bug, "My Porsches Multiplying" he says with a shrug. "The Blue one's now Silver, 'twill be done in the Spring, this retirements much fun, what great joy it does bring."

We flew further north, and who should we see, but Toby and Sher,

decorating their tree. Toby's the master, "Let's go wreck some cars!" He's always had fun, in this great club of ours. And then there is Teddy and his wife Lanita, don't go anywhere guys, you know we all need 'ya. If you're ever in trouble he's THE helping hand, there's no doubt in our mind that he's the best man. As we glided along we were passed by a jet, 'twas Heilmanns Michael and Mo yelling "You're not fast enough yet!" But then up ahead, just-a- plodding along, was our friend Dickie Beecher, singin' that song: "You young whipper snappers are driving too fast; I just want to get there, want this moment to last."

We then headed East and who should we see? Well, there's Johnny Denyer, dancing with glee. He's found yet another car under his tree. Lets take it apart, to see what could be! And John's brother Dennis, he won't be outdone, builds one even better, but it's "just for fun". Len and Linda Hansen were smitten by the bug, to get them a car that they knew they would love. They looked far and wide and you knew it was fate, when they found that car with the "SUPER 90" plate. Where's Tord and Carmen? Yeah, that Speedster's long gone, but soon his "new" Viking will be shown on the lawn. Jack Chamberlin found, 'nother car in the barn, "How will he sell it?" I said with alarm. "A buyer already?" my voice no longer troubled, seems now his bankroll has just about doubled! There's David Miller with the

roadster in tow, Deb's got the keys so we all really know that the car's rightful owner is not Dave at all, Deb is the one who is having a ball.

There's Spurlock and Doc Block, must be Saturday at Neil's. Chanukah's not over, so we know how he feels. His amazing hospitality, unmatched through the year, brings good tidings to us, brings us all some good cheer. I see Hinson, he's writing, he does send me plenty, will somebody say what this means: Cogniscenti!? "Well hello Lucy, where's your husband Vic" "He's thinking again, this idea's pretty slick" I can't wait to see, what he'll come up with next, you know it's not something we've seen in a text. What with Roadsters and Rebels and Ruf Cabriolets, it's certainly clear he's not mended his ways. Phil Kubik was counting his rusted out hulks. His philosophy is to buy them in bulk. I hear that they'll pay you scrap by the ton. If I were you, Phil I'd just get one that runs!

Then there's Denny and Dale, "Where's that low mileage car?" "I'll never forget when that bike's handle bar, hit your front bumper, now that was bizarre. And then at the "cruise" when that dad took a snooze, and his crying young son kicked your car with his shoes!" Dan Christie, we call him one of the "Young Guns", That '55 coupe is a bundle of fun. Let me ask you this if I may be so bold, "Why such a young guy with a car that's so old?"

There goes Thomson and Malley, Chatley and Burton, if these guys

Before Christmas...



are out, then there's racing for certain. There's Don Munoz and his buddy Bill Hallandal; they're not racing Porsches, guess you can't win 'em all. I see Victor Skirmants with Barb at his side, with expert precision, that car's ready to ride. In his shop he's worked wonders, some ne'er before seen, if he built your engine then you know what I mean. He builds engines and gearsets, race cars and trans', builds carbs with big stacks, we all know who his fans is. I see David Peterson, he's got new hips, "Yeah, it was painful, but my car's done" he quips. He did great as our Prez, now he's taking it light, would he do it again? I hope that he might. There is Tom Walworth with his trick Beck Spyder, Helga's already in, now go sit down beside her, and take that car out and go have some fun, like Brad and I did on that day in the sun. "Hey, what do you think Tracy and Peter Stuyck, your trip to Doc Block's is no longer a hike. He and Freda have moved closer to you, looks like he got his cake and can now eat it too."

There's Robert Count, is that a 912? Seems the 4 pistoned engine is on someone's shelf. Stuffed in a 3 liter for his power fix, 'tis not a 912, it's a 912-Six! There's Harry Kurrie in the coupe he bought new. He fits inside it like a comfy old shoe. Were those Fuchs wheels on the car when you got it? No? Well, OK, but that's how we can spot it. The Gobbas have put their black beauty in trailer, Shirl's ready to drive and I know Dick won't fail her. Did a feature last year, in the Auspuff Roar, of that Speedster in black, and the

crowd wanted more. We put pics on the web, Shirley smiles without care, as the wind and the sunshine fly through her hair. "Hey, Tim Walls, how'd you get that Speedster so cheap?" "\$1800 today wouldn't buy you a heap; Remember" he said, "That was '72, \$1800 would buy you not one car, but two".

There go Braden and Downey and Gerald Van Vliet, Chuck Frietas Fred Leydorf, my search not complete. Adam Johnson, Demeter, and Bill Milliken. McLaughlin, Dave Preston; nice to see you again! I flew on and on, it may have been foggy, or else it was late 'n I was just getting groggy. But there up ahead were some faces I'd seen, so long, long ago. Or was it a dream? There was Heitman and Brady, and ol' Tony Barry, Phil Planck, David Hinz with his charming wife Mary. Grady Ellis, Bill Kinley, and Lou Livengood, we don't see these people as much as we should! Frank Malik and his good ol' buddy Don Marrah, I'm tired of shouting "Where in the heck are 'ya". Rick Mammel, Dick Nettlow, Morales and Shook, Karl Forrester, Jimmy Constatas, I could write a book, 'bout the people who once were at events galore, and now we just don't ever see 'em no more. Mike Speck and Ted Stanek, now Dave Zonneville—no longer with Stoddard's to spread his good will. McDermott and Whitton have moved out of town, along with the Hagertys, we wish they were around. The Mahacs the Hudsons once/twice a year, come see us

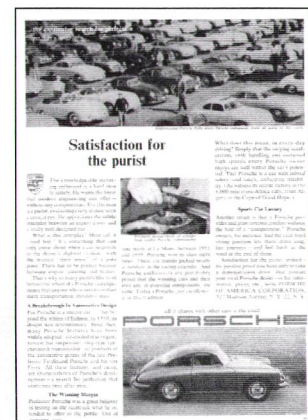
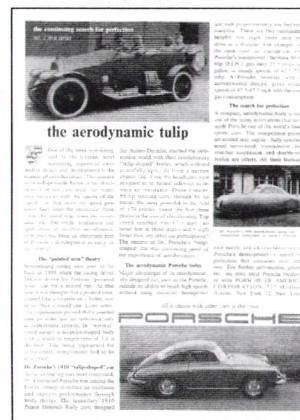
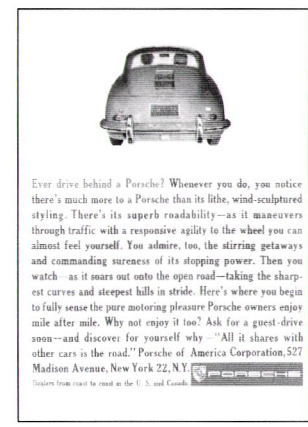
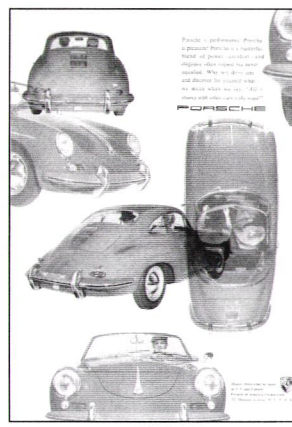
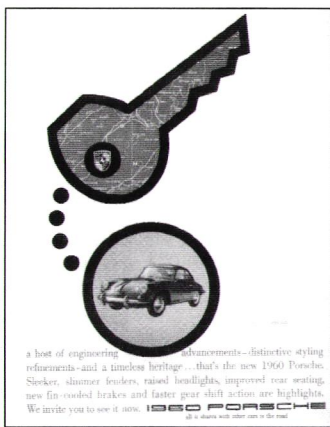
more often to spread your good cheer.

And then with a lurch my 356 flyer put it's nose in the air and zoomed up much higher. In the clouds o'er above, where the angels did sing, I spotted a trio which started to bring, a tear to my eye as I blinked once again. 'Twas some long ago passed away 356 friends. Tom Youk, Thomas Kearns and Clarence Cattallo, were sitting on ground that was certainly hal-lowed. They watch over us as we live our good lives, being brothers and sisters and husbands and wives.

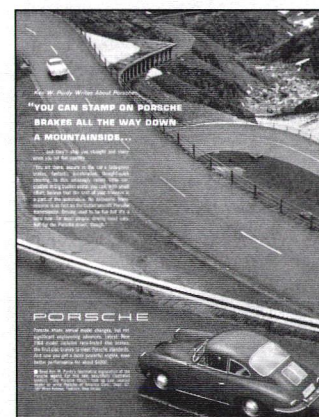
Then farther up north did my 356 fly when I saw something odd from the corner of my eye. 'Twas the home of Ron and Karen; the Roland household, and let me proclaim, if I may be so bold, That while Ron started this club so long, long ago, 'tis all of you folks who are making it go. Their house now sits empty, seems quite odd this way, Ron's still working hard, but in a much different way.

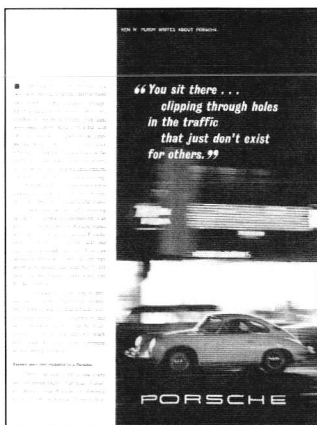
We then flew on home, this great car and me, landing just right—as smooth as can be, my wife at the window but not out of sight I yelled "Merry Christmas to all, and to all a good night"

SEBASTIAN GAETA

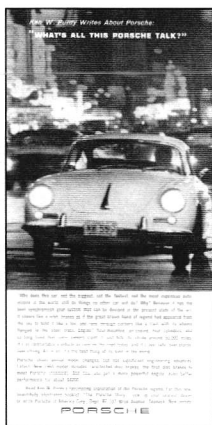


1960's 356 Magazine Ads





1964 "C"



1964 "C"



1965 "C"



1965 "C"



1965 "C"



1965 "C"

Many articles have appeared in the 356 Registry Magazine the last few years regarding 356 literature. Our friend, Prescott Kelly, is an avid collector and has done an outstanding job of documenting early 356 literature for the Registry, but we have not seen anything yet regarding later 356 models.

I have a theory on this: A great topic for discussion among the Ann Arbor 356ers is the fact that the earlier the 356, the prettier it is. Does this hold true for advertisements for our 356's? Maybe yes and maybe no. It appears to me that the earlier literature is prettier, and probably more effective than the later stuff from Zuffenhausen. Perhaps that is why we have not seen big spreads in the Registry regarding the later material. Whatever your opinion, it still deserves to be seen.

On display here are magazine ads from the 60's beginning with the introduction of the T-5 (opposite page, top left). It looks like they picked up where they left off with this particular ad as it is quite pleasant to look at. Unfortunately the next ad looks pretty much "thrown together", and the one after that was void of any imagination. Aesthetically one could argue that it went mostly downhill starting with the "B" series ads.

The next row of ads were very similar to each other, even though it was during the transition from T-5 to T-6. It appears that their target audience was the engineer here because they certainly weren't going to lure in any "boy racers" with these institutional looking ads

The bottom row (T-6 to "C") was better, but still needed a little more "oomph". The two ads at the top of this page are hard to figure. I kind of go back and forth with them. At first glance they look pretty slick; like they were trying to go after the Jet Setting nightlife crowd of the mid '60's. Then after a while they seem fairly sophisticated, but sophisticated people and the slick Cocktail hour crowd were certainly not their target.

Don't even get me started on these next two. They seem to say "Let's copy VW with these cute and kitchy ads, but do it much less effectively and not really be clever about it. I know we spent years trying to separate ourselves from our VW roots, but copying their advertising style won't hurt us, will it?" Didn't help.

And here we are with the last two. These are actually two of my favorite ads for the 356. I said at the beginning that it went "mostly downhill" but not totally. They straightened up just when the car was going out of production. It's too bad because I believe these ads are terrific. They are appealing to the eye and let you know that the Porsche is a very capable sports car that can be driven in a spirited manner, all while commuting to work or gettin' the groceries.

It's a shame that all of the ads were not like these last two throughout the 60's. Would Porsche have sold more cars or gotten a better reputation as a manufacturer if they had been? Who knows, but at least they would be more appealing to the collector. They are not the prettiest ads to look at, and are not very sought after but they still need to be seen and to be archived as part of Porsche' literature history.



Technische

Tales From the 'Net

The vast majority of us are aware of **356 Talk**, the Registry sponsored talk list. Many of us are also aware of the large amount of non-sense that gets posted there, but believe it or not, some good stuff does make it on board. Someone was even willing to sort through that mess and find the hidden gems. Well, here are a few that we believe can be of some help. Enjoy.

Here is my basic shift coupler set up scheme. Get the trans into 2nd. To find second get the tranny into neutral, loosen the pinch bolt for the coupler, flop the coupler back and forth and find the mid point and then pull it to the front of the car. Place the lever against the reverse "wall" and slide it back to the second gear position. Tighten the pinch bolt and then test the shifting. 73 out of 74 times it is spot on. The last adjustment is to put the lever into neutral and see if the lower part is-vertical. If not put it back into second, loosen the pinch bolt and carefully move-the lever what ever you need to get it there. It does not have to be perfectly-vertical, you can fudge it a bit to suit your shifting comfort in the car.

Alan, The Stable

Oversized Hole

Q: The previous owner of my '58 Coupe used oversized screws to secure the fuzzy strip on my driver's side door. In the process, the screw holes at the top edge of the door were enlarged. So the correct screws I purchased from NLA Ltd are now too small. I guess I'll have to use something like JB Weld to fill the holes and redrill smaller holes, unless anyone has a better idea.

Steve

A: The trick to use when somebody used the next size screw or the hole is enlarged is to make a U shaped piece of soft iron wire and put it in and then the correct size screw. Works for me.

Ken Daugherty Louisville

Plug Wires

A good check is to look inside the engine compartment in pitch dark eg. With the garage doors closed. Start the engine and switch off the lights Watch out for the fan belt!!! If you can see sparks jumping about, then your leads are shot and should be replaced.

Paul Pagano

Generator light on.

Q: My generator light has been flickering a little bit lately. It now has decided to glow pretty much all the time. Sometimes it may go out for a second or two when it's first warming up. So I cruised on back to the engine compartment pushed a little on the one brush I could easily reach and the light went out for a second or two. Does this mean it's time for a generator rebuild??

Rob Wilke

A: Rob It looks like you need new brushes. The length when new is just a bit over 1 1/16 inches. It would be nice to replace the springs as well Leave the commutator alone, it is supposed to be dark and shiny like a new penny. If you wait too long the 'pig tails' will get into the commutator and now you will need a turn and undercut.

Joe Leoni 356 Electrics

More Generator Troubles

Q: I need help. I just fried my second generator. What am I doing wrong?
WRA

A: You could be over-tightening the fan belt. This will cause the bearing on the pulley end to wear out prematurely. Check your repair/shop manual and adjust it accordingly.

Dave Wildrick

How to adjust your horns

1. With an ohmmeter connected across the two points on the terminal board, adjust the rear adjusting screw until the contacts open. Then turn adjusting screw in (Clock Wise) until the contacts close. No ohmmeter, use a light and battery.

2. If the above does not work then a second adjustment must be made. Remove the Name Plate, looking in there will be a slotted screw looking back at you.

3. This screw has a lock nut, which you may loosen. At this time don't turn the slotted screw. Chances are that the screw will break. Remove the screws holding the diaphragm.

4. Now with the pressure off of the screw, the adjusting may begin.

5. Adjust until the Contact Bridge and the fiber board with contact is above the stationary iron. It might take a couple of tries.

6. Then reassemble and adjust the rear screw as before.

7. Set the final tone with the mounting bracket and Horn held in a vice.

8. Be prepare for lot of complaints from those around you. High Frequency Horn on the left. I am glad I don't live next door.

Joe Leoni 356 Electrics

Wiring Loom Replacement

Q: My T5 B was completely stripped (including the removal of the wiring loom) for a full body restoration. How feasible is it for me to put the wiring loom back in the car and hook everything up? Am I pushing my luck? Should I leave it to the professionals?

A: The job should go pretty well for you. When pulling in the loom from front to rear use a lubricant. Home Depot now sells Ideal's lube for wires. it won't dry on you. When done pulling in the wires, and it becomes time to check the work: pull all of the fuses and test each device. Start by

jumping from the top of fuse 2 to the bottom of fuse 12. One high beam, now to the bottom of fuse 11, the other high. Just continue on until all of the devices have been checked. Then you can start adding the fuses and check the controls. To help in the wire colors, wipe down with lacquer thinner. Usually the T5 wires are safe to clean, the stripes won't come off, but check as you go. If you feel you need more detailed wiring info we have that.

Good luck.

Joe Leoni 356 Electrics

Fuel Filters

Q: There was a post not too long ago about the size of the fuel line and using the clear VW fuel filter. What is the diameter of the fuel line?

Nathan Presley

A: Hopefully the answer was to NOT use the "VW" filter. Those have insufficient filter area and are of unknown origin and of unknown quality. The VW stores sell these in large candy jars at the counter for a buck or so. I got a batch of bad gas back in the late '80s and had to stop beside the road to backflush the filter because the VW did not have enough surface area to pass gas past the residue. I now use the large (2" by 2.51" approximately) round FRAM brand gas filter, something like a G-1. Heavy duty high impact plastic. Per Bob Rauscher's excellent advice, I mounted it under the car alongside the transmission where a crack or leak won't cause a fire. I change it every year or two just because I think I should. Lots of filter area and never a problem.

Steve Proctor

Fuel Lines

We have been recommending for years that as part of your annual inspection of your 356 you check your fuel lines. Your fuel line can be either 7mm German braided hose or 5/6" rubber hose. The rubber hose requires hose clamps and they are also recommended for the braided hose. Now we are recommending you replace any 7mm hose with 5/6" hose and clamps. The reason: we inspected the braided hose on a Twin Grille Roadster and all was fine. We filled the 356 with gas, started the engine and let it warm up. A few minutes later there was a large pool of gas under the car.

Bulb Chart

Here's a bulb chart compiled a couple years ago by Steve Douglas:

Not all light bulbs are created equal: Some of the manufacturers list their bulbs in the cross references, but when you look at the specs they are not equal. Many of the US companies list the 356 taillights as #63 which is only a 3 watt output. The older catalogs listed a #81 as a 5 watt bulb equal to the original 5006 Osram. For upgrade without melting use the hard to find Osram 5001 which is similar in size and shape but is 10 watts. They were for VW license lights from the 60's. Available from some of the Vintage VW shops: BFY and Wolfsburg West. Osram in most cases are the best to use, original VW use Osram in many cases. I have been using the 10 watt # 5001 for tail, and 35 watt #1135 (US) old style head lamps in the brake light side without any adverse problems (no melting) other than having to go to bigger brakelight fuses. My lenses were NOS and are about 30 years old, there is a chance that newer lenses may be made with a lower temp plastic, and melt.

Here's a chart from a tech session listing some of the bulbs:

Bulbs	US Numbers	Osram	VW	Wattage
Parking in hdlr unit	#63	5002	N177.181	3 watt
B/C in Turn signal	#55	3892	N177.171	4 watt
Tail Lt Teardrop	#81	5006	N1 77.191	5 watt
(Upgrade for above)	NA	5001	NA	10 watt
Frt Trn sig A-C	#1129	7726	N.177.311	18 watt
Brake/teardrop Upgrade	NA	7572	NA	20 watt
(Alt upgrade)	NA	7577	NA	25 watt
Brake/Turn Dble Contact	#1154	7230	N177.371	18/5 watt
Instrument. Upgrade	NA	3799	N 1 77.221	1.2 watt

Headlamp Sealed beam 6006 (35/45 watt old style) (newer issue from 1960s, 45/55 watt) Aftermarket H-4 (45/55 watt—some have 55-65 watts) quartz/halogen, Euro style tungsten or halogen for Hella and Bosch.

We shut off the engine and the fuel petcock and moved the car. After the gas on the ground expanded, we jacked up the front and the failure was the braided line from the petcock to the steel tunnel line. Our previous inspection had indicated the line was OK. It wasn't. The line appears to have failed from the inside. We believe this is due to the gasoline that is being refined today. There is an excellent article in the recent 356 Registry that talks about this. So our new recommendation is to replace all 7mm German braided fuel lines with 5/16 rubber fuel lines and hose clamps. The rubber fuel line is available at Auto Parts stores. Buy 6 feet so you

have extra. In addition to the petcock to tunnel line you also have a line from the back of the tunnel to the steel line behind the fan shroud. You may also have a fuel line on the line between carburetors, from the fuel pump to the carb and to the cars if you run Webers.

In addition to replacing your fuel lines, get in the habit of turning off (Zu) your fuel petcock when you park your 356 and carry a Halon fire extinguisher. They are available from aviation supply stores as they don't damage the engine as powder fire extinguisher will.

The Kellogs 356 RESTORE



MOTOR CITIES GRUPPE CALENDAR

Saturdays at Stuart Tool 1208 East Maple RD Troy, MI Neil Goldberg Hosts the "Breakfast Club" 9:00 AM

December

7th—Holiday Party—New Location Baker's in Milford; see website for info

January

February

28th Winter Blues Dinner. Details to follow

March

April

May TBD 11th annual Spring Tour

June Stoddard's Swap Meet
Mid Ohio Vintage Races

July Progressive Dinner/Dinner Cruise

Wanted: Early Gruppe Newsletters

In the attempt to collect data on the 356 Motor Cities Gruppe past and obtain cover images for the newsletter web pages section, I'm looking for these specific numbers: "Newsletter" Year End issues. 1994: Spring. 1989: March, June, Nov.

"Three-Five-Six Forum": 1988: Spring, Fall. 1987: -All-. 1986: Spring, July, Nov. 1984: Winter (Nov/Dec) issue.

These are the missing spots currently marked by placeholders in the web pages. If you have any of these, I would like to borrow the issue for a short time and will then return same to you.

Thank you, Gottfried Hogh ghogh@provide.net 734-930-0609

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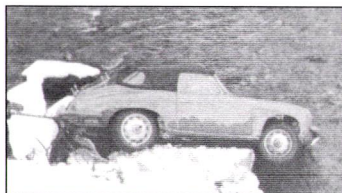
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From "Porsche Panorama" June 1967 by Carl and Estelle Lundberg, of Spokane, WA. "As a clinching testimonial of the Porsche's inherent structural qualities in particular, I submit the enclosed photographic proof. On a recent trip through Montana during severe weather we had the misfortune of encountering a transition in temperature conditions on icy roads. After travelling possibly 200 miles of iced and packed-snow road we entered a zone where rising temperature made traction almost nil. We lost grip of the road on a sweeping turn, spun out and literally leaped over a bank into a nest of oversized boulders. The impact on the bottom pan was terrific. Thanks to seat belts, neither my wife nor myself received any injury. The only damage was a crumpled apron beneath the front bumper plus minor scraping, etc., caused by wrecker's cables. Incidentally, we found that the jacking sockets made a secure anchorage for lifting hooks (Ed Note: Yikes!). There was no mechanical damage and we completed the trip without difficulty. Our Porsche is a 1600S of 1962 vintage.



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The Solitude Remembered

by Zdenek Base

In July of this year, the 100-year anniversary of racing was celebrated on the legendary Solitude-Ring in Stuttgart. A search for genuine race cars and motorcycles that ran on this track between 1903 and 1965 was on for some time. I am sure, Porsche and Mercedes factories emptied their museums of a few racing legends to come there. Other makes were not difficult to find: Ferrari, Bugatti, Alfa Romeo, Brabham, Lotus, Abarth Zagato, Austin Healey, BMW, Auto Union and numerous motorcycles, such as NSU, Honda, BMW, Suzuki, Jawa, Yamaha, MV Augusta, and Moto Guzzi, to name a few.

Hans Herrmann, one of the Solitude Revival founding members, certainly had his hands full for months prior to this historical event. To find as many genuine race drivers as possible was equally challenging, but they came: Mass, Linge, Strähle, Gurney, Moss, Attwood, Mahle, Augustini, Redman, Schmid, Read and many more. Why all the fuss about another race circuit? This one is different- let's find out.

West of Stuttgart in the midst of rolling forests lies the majestic baroque Schloss Solitude. Built between 1764 and 1775 by Duke Carl Eugen, it overlooks beautiful countryside. It was always an ideal area for a weekend outing with family or friends. Many Stuttgartians were doing just that, when I was living there in 1965. About 4 km away is located the famous Solitude race course. One can notice these are regular public roads. I can not explain what was so unique about this course; maybe the locals believed it was "theirs" since they could drive on it daily. Such was their loyalty, that an attendance of up to 500,000 fans was not unusual for race weekends. Even my wife, who does not like cars or racing, attended one race when she was growing up in Stuttgart. Sterling Moss must have won, as his name came up in her memory of that day.

Solitude automobile races were not sanc-

tioned by the FIA to be scheduled in the Grand Prix circuit or later in Formula 1 racing, but the motorcycle championships were run there. What was the magnet that all the famous drivers came every year and brought with them the best machines to be raced? Perhaps it was the unique road challenge. Drivers agreed it was difficult course to race. Porsche and Mercedes factories used it many times as a test track. I am sure that some of your 356 machines could have been driven the first kilometers of their "lives" there as every assembled car leave the Zuffenhausen plant was tested on public roads.

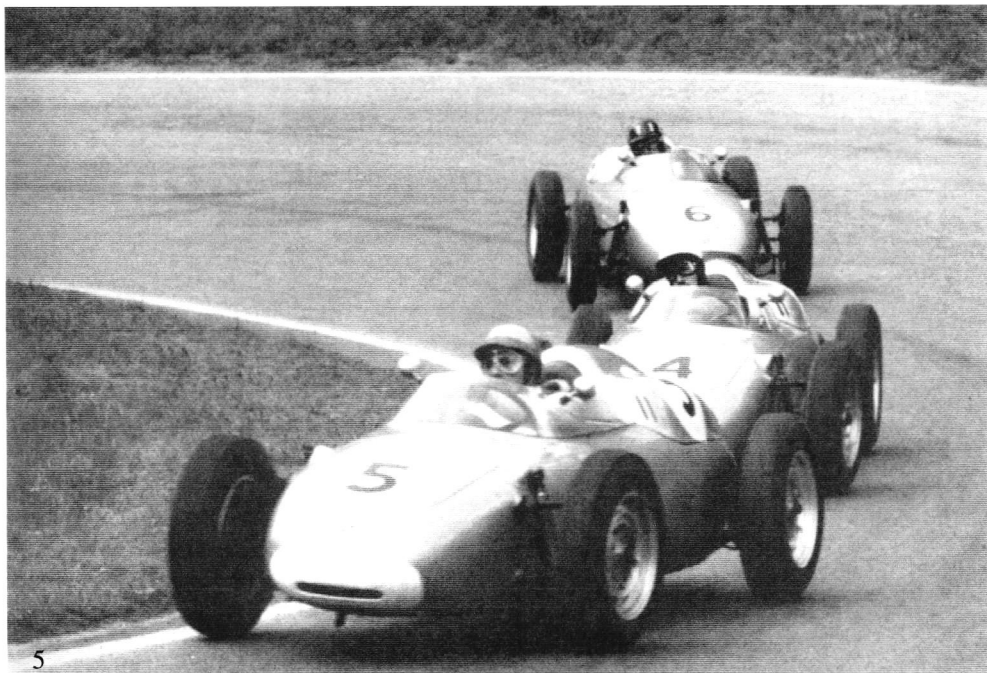
From a driver's perspective, the track was difficult to learn, since each curve (45 in total) had a different depth, radius and angle. Furthermore, the heavy forest did not allow drivers to see properly. The elevation varied over 400 feet, the deepest rise was 15% and there was a drop of 11%.

Safety concerns eventually "killed" this

circuit, as spectators could assemble along the road virtually without restriction. It seemed as if one could almost touch the speeding cars and motorcycles.

It all started in 1903; the bicycle club of Bad Cannstatt, a suburb of Stuttgart, organized the first hillclimb race for motorized bicycles. It lead from the Stuttgart western railroad station up to Solitude castle. The length of the track was 4 km over very primitive roads. In 1906, the race distance increased to 7 km in length. The Auto Club of Württemberg and Motorsport Club of Stuttgart obtained a license to race on the public roads in 1926 for a length of 22.5 km. Finally, in 1935 the circuit was revised to a classic 11.2 km length, and became known as the Solitude Ring.

After WWII, Germany was isolated and racing cars were hard to find. The entire industry, including automobile factories were destroyed or looted by the victorious armies. Whatever engines (including motorcycle engines) survived the war were used to fit any self-made chassis and bodywork. Low performance was compensated by lightweight construction and aerodynamics. To Ferdinand Porsche this philosophy (light cars with small engines) was nothing new,





but he was not alone. Frankfurt's racing pilot Walter Glockler, sport car champion in 1950, drove on this track in a self-built racer fitted with 1.1 liter VW engine, sometimes leaving behind the Porsche factory cars.

Similar success came from Fritz Huschke von Hanstein, another veteran racer. His 1950 victory at Solitude in the Petrix-

VW Rennsportwagen, 1.1-liter class was well deserved for the beginning of postwar racing in Germany.

An even larger motor racing scene returned to the Solitude circuit in 1951, when the new Mercedes 300 SL sport car was introduced to the public. For the first time out, Daimler asked the city officials to close the roads to test this car. Hans Herrmann broke the track record with the average speed of 143 km/hr. The next day the factory hired him to drive for them.

The original 356 Porsche cars had their limitations in racing. The company realized it, and by the end of 1952 developed a flat body with a new 1.5-liter 4-cam motor: the Spyder 550.

This 1500 cc class was not without competition. The two close rivals were AWE Rennsport and Borgward Hansa. AWE (Automobile Werk Eisenach) Rennsport, produced in Eisenach, East Germany in a former BMW factory had a 6-cyl., 135 hp motor and gave the Porsche, in the hands of Edgar Barth, a good run for the money. Barth, one of the best East German drivers, escaped to the "West" and landed as a Zuffenhausen factory driver. I suspect Huschke



prototypes were introduced on the track. Porsche's Gerhard Mitter, driving the 904/8 Bergspyder, won, beating a Lotus 23-BMW driven by Toni Fischhaber. Placing third was Herbert Linge in another Porsche 904/6. All other class races were as exciting as this one and we all headed home with good memories.

As many other public road races disappeared, so did this one. Racing activities came to a screeching halt shortly before July of 1966 when the German Department of Interior issued a statement that



von Hanstein had something to do with it. Borgward Hansa, perhaps the less successful of the two, also showed potential as they battled fiercely in this class. Unfortunately, Hansa did not race long, as the Borgward company's financial situation was deteriorating.

these types of races can not be held on public roads.

Solitude-Ring certainly belonged with the best of the circuits. It carried the loyal following, excitement of competition, and most of all, it originated in Stuttgart, the cradle of the automobile history.

In 1965, after I "left" Czechoslovakia, I lived in Stuttgart. One of the most memorable weekends came in July, time for the Solitude-Ring races. For the first time,



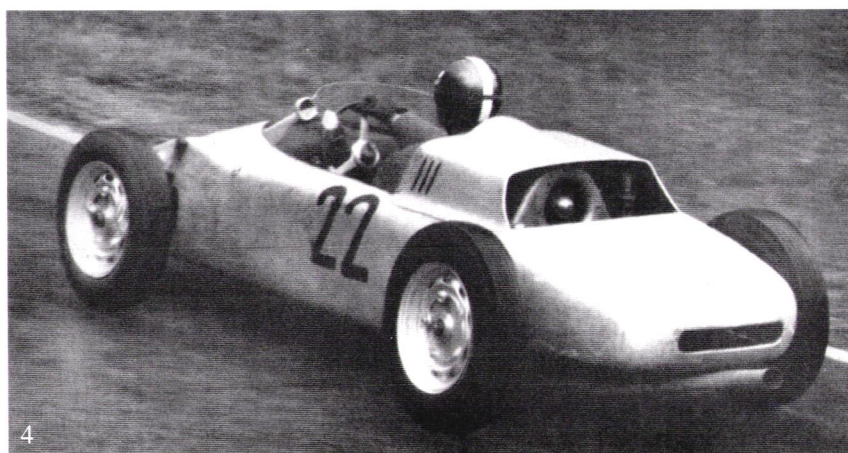
1) Solitude 1950, the first Glöckler special, no. 51, leads the pack.

2) The Solitude Ring was the site of Porsche showing off its new 356 "B".

3) Front view of No. 11, the Typ 645 "Mickey Mouse" at Solitude, July 1956.

4) Dan Gurney drove this Formula car with a flatter nose and a box-shaped tail.

5) Hans Herrmann and von Trips dueling in 1960.



Sometimes things never work out the way you plan. Like life. If I had it any other way I'd be Donald Trump. Well, maybe not Donald Trump but certainly somebody other than myself. Surly it always appears as though others have more interesting lives and certainly have more fun. Or does it?

Speaking of fun. I think back to my early years and wonder why I've always been attracted to cars that seat only two people. Who in their right mind would buy a 1952 Triumph TR2 at age 16? Especially one that needs work. Could the motivation had been the lack of funds or the need to tinker? Could it be that I have only one friend, or is the desire and reasoning something more complicated than that?

I really didn't have interest in old Porsches or any Porsches for that matter, especially 356s. Never in my wildest dreams did I ever imagine I would have a 356 Porsche. Well I should say imagine that I would be restoring a 356 Porsche, and for my wife Paula, no less. That's right, you heard me correctly, the car is for my *wife!*

My life was normal and fine, or at least by my standards. Then it happened. It all started one day when our good friend Mary came over to the house with this idea about buying a BMW Z3. Mary had trust in my opinion because she knew of my background with cars and airplanes. I have owned both and I'm a commercially rated pilot, land and sea. My last airplane was a Lake LA4-200T. Mary had purchased my 1978 924 some years before, a car that she had seen get repainted and turned into a little jewel. Mary ask me to come along on the test drive. Leaving the house, I told my wife, "If it's a great car, we'll also get one for you." I'm sure we would get a better deal buying two.

Off to the BMW Dealership we go. Kinda like down the Yellow Brick Road. Fade to black, a movie term.

So, I'm driving this BMW Z3. Next to me is this woman sales person, very pale and sweating. Imagine, she's telling *me* to slow down. Funny, because all I can think about is how lucky I am to have a 1965 Morgan sitting in my garage just waiting to share my company. Yes, a 1965 Morgan that I restored and finished in 1980.

No way was I going to let Mary pay 30K

Why I have a 356 and what I'm doing about it.

by Charles Kourmpates

for this car, when in my view, there were many other choices. Much better choices.

I can't imagine how Mary felt when I told her what I thought about the test drive. "Trust me" I told her. We'll find you a great sports car. She dried her tears and off we went.

For the few individuals left that are still reading, you're probably wondering what any of this has to do with buying a 356, correct?

Well, it has everything to do with it. First of all, I was quite happy with my Morgan. It has served me very well. Second, I have owned many British cars over the years among others. MGTD, XKE's 190 SL, just to name a few. So, with a background like that it was only natural for me to convince Mary to buy a old MGB, simply a perfect choice for an attractive single girl.

In the process of searching for the MGB, looking through Hemmings, meeting other MGB enthusiasts and traveling about, I started to feel something I hadn't felt in quite some years, which was having a car to work on. I think my Aviation years blinded me to the fun that it is to have a "project car."

My wife, Paula, over the years has always showed interest and excitement in the "tubs." Every time she saw one in the movies or in our travels she would mention it or stretch her neck a bit to get a longer look. It's interesting and I regret that I never really paid much attention to this.

Do we really give our wives the attention they need or deserve? Shouldn't we also

bring their dreams to life?

So, to cut to the chase and I mean really cut to the chase, Mary purchased a MGB and I started to look for a 356. That's right, a 356 for Paula, my wife and my best friend.

Now, I've had a Morgan, since 1975 actually, so I really didn't want a 356 with side curtains or similar seats. Ouch! So I, or we (can't leave out my wife), decided to look for something other than a Speedster. Truthfully, I thought they were over priced. Ouch again!

One thing I have a lot of experience in is looking for cars. I take a different approach than most people. The last thing I wanted to do was talk to or contact the 356 people. In fact, I honestly knew of none and at the time, also knew nothing of the Clubs or Post. Incidentally, I've lost cars in the past by stirring up interest over a "find."

I hit my books and looked at pictures of tubs. Hit my books? The only book I had I picked up years ago because it had some pages of 924 stuff in it.

On page eight, Porsche by Jacky Ickx, was a photo of a 1965 Cab, and it looked great! My usual MO is to start by looking through old Hemmings, not new Hemmings. My goal was to find the car nobody wanted. Remember, I've restored many cars before and I wanted a project car but one with potential. Over the years, I've passed on many project cars because some are just not worth the effort and others are just too costly.

I believe the Hemmings I had picked up was about a year old. I made my typical calls as if it was a brand new copy. Sold, sold, sold. Sometimes you can get lucky

and they'll give you the name of the person who bought the car, but they usually don't.

This one ad, 356 Conv't "D" I believe the asking price was 21,000.00. What is a Conv't. "D"? I had no clue as to what it looked like but it was a 1959. I went through the book and found no Ds. I did, however, find a photo of a 356A and the text said "manufactured between 1955 and 1959." This gave me an idea as to what it looked like. I made the call.

The woman on the other end was very quiet. She was surprised I called because she hadn't placed the ad for some time. I explained I use old ads when I look for cars. She said very little about that but did tell me the car was her late husband's pride and joy, and that he purchased the D in 1964. Ironically, the car had not been sold. She also told me that everyone that had looked at it had offered her almost nothing. I believe she said her highest offer was \$9,000. Disappointed with the offers and attitudes of some of the "tire kickers", she decided to keep it in the garage and take it off the market. She said she felt "good" having the car in the garage.

She had virtually no interest in entertaining me or selling the car. I told her that the car was for my wife and I assured her that I would have the greatest respect for her husband's car and wouldn't in any way offer her anything short of what the car was worth.

I used to fly into the small airport at Danbury and visit the Mall with Paula. It was a great landing strip and not a bad Mall for a small town. We knew exactly where it was. On to Danbury CT we went, except this time we were driving.

It was one of the best sunny days and a great drive. Wonderful winding Connecticut roads plus new and interesting scenery. Upon arriving, I noticed immediately that it was an unusual piece of property. A long driveway curving to the back of the house sloping uphill for some 125 ft. A dark red garage to the left of the house with large barn doors. To this day, I wish I had taken a picture of the home of this 356 D.

Myrtle had tears in her eyes as we signed the bill of sale and made out

the check. She was giving up something she and her husband, David, had experienced for over 30 years. I paid \$15,500. This was 1996. To quote a line from the movie Terminal Velocity, "Are you crazy?" "Yes, yes I am."

At first glance the red car looked great, but my experience told me that I would have much work ahead of me. Especially metal work. I did manage to get it running but never drove the car because the D needed a clutch. I knew I would go through the engine, so that wasn't a factor. It was however, a complete car and a perfect candidate for restoration. I went back a couple of days later with a friend and a rented trailer and brought the D home.

My restoration was soon to begin, but unfortunately, I wasn't set up to restore furniture, let alone, a complete car. I had to make changes to the garage and certainly had to buy some tools.

The following list is my reply to someone on 356 Post who inquired about costs and expenses that could be related or accrued in the process of restoring a 356. Evidently he was considering purchasing a project car and wanted some idea as to the cost of restoration prior to the commitment

This is my actual reply:

Seth, What do you think of this?

15,500 cost of 1959 Conv't "D" that needed restoration. 100.00 flat bed trailer rental. 100.00 for a friend that helped the day we moved it.

Cost to redo the garage: Two new insulated doors 1200.00. Framing for the doors 275.00.

Electrical and lighting. Includes wiring, fuse box, wire from house, dedicated 220 circuit 1800.00.

Aspirin 50.00. Telephone 80.00

Furnace and vent 1500.00. Gas line & permit 350.00

Compressor 1000.00, Welder 1000.00 assorted tools of all nature 1900.00

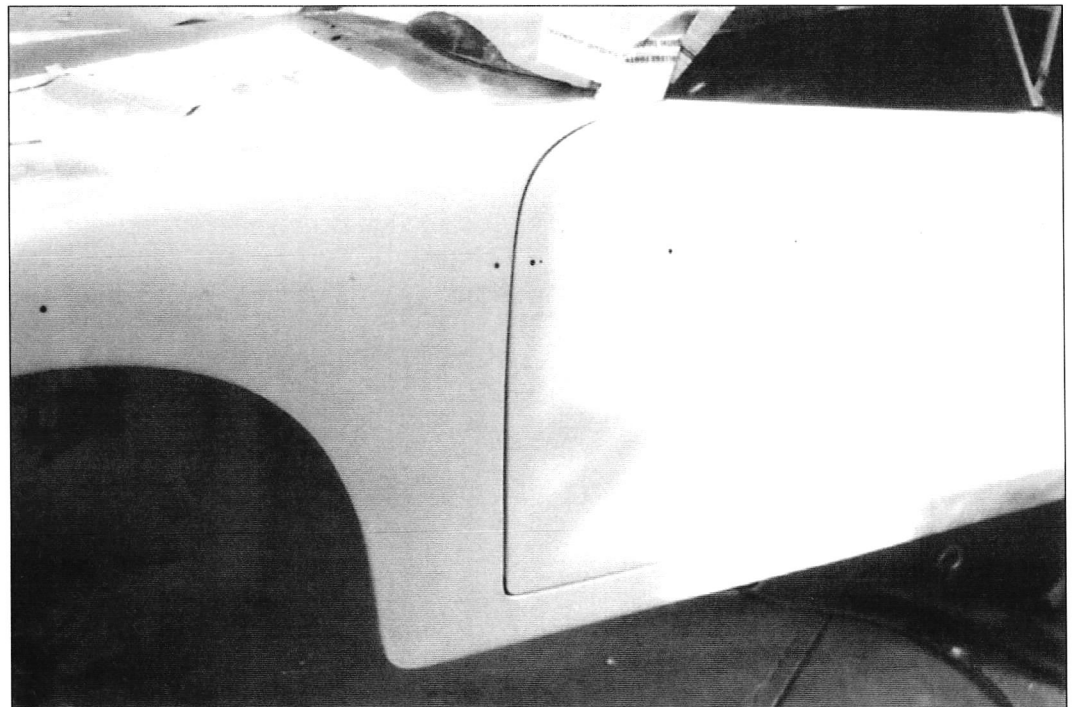
Spray gun, two of them 600.00 one HVLP. Jam gun 125.00.

Incidentals, 500.00.

Assorted sheet metal parts, 600.00. Floors, longitudinals, front right strut, rocker panels, door sills, etc.

Chrome wheels 250.00.

Assorted parts for restoration including things like emblems, brake cylinders, master cylinders, brake lines, boots, rubber stuff, interior trim, deco trims, bumper overriders, horn button etc., etc. 4500.00.



Welding wire 120.00 OX & ACC. tanks plus gauges & hoses 300.00.

Body finishing supplies like stripper, primer, lead, sand paper, 500.00

Air tools from grinders to mini saws plus tips 300.00. Hoses for them 60.00. Fittings for ALL the gadgets 25.00.

Advil 50.00.

Windshield from Stoddard's 300.00.

Telephone calls, all over the planet 500.00.

500.00 for the hell of it!

PCA, 35.00 since expired but renewed way before the writing of this fool thing. 30.00 Porsche Club NE, current.

60 some odd Vinyl Speedster "scripts" 37.50. "But that was fun."

Books and more books 450.00.

Duane Spencer built engine, 6500.00. A steal because I actually never paid for the 1968 912 case.

Flowers for Paula 100.00.

More flowers for Paula 125.00.

Hey Seth, YA FEEL BETTER YET?!

Things I've paid for twice, 400.00?? And growing.

Next: money I haven't spent yet but will shortly.

Front discs conversion 1300.00. Changed my mind since the writing of this fool thing.

12V Ripley starter 175.00. More Ripley stuff 1500.00- 2500.00.

Incidentals for 12V conversion 1000.00 plus. I take that back, it will be more. I paid 204.00 just for a NOS 12V regulator. From Italy!

Not one, but two generator stands and two oil fillers. I'll pick the best and sell the other.

VDO 550.00 plus shipping, Now add 400 for the electric tach.

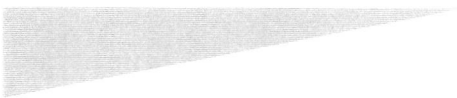
Thomas's or Autos Int. 5500.00 possibly more!

Nardi steering wheel 750.00. Actually purchased a Derrington for 1000.00 just recently from a guy in CA.

Finish paint and Lord knows Mr. Robertson, 1500.00

I won't do the math, I'm afraid! I'm afraid I'll pass out.

Money received from the sale of 356 parts. 200.00 for Pistons and cylinders. Actually sent to New Zealand.



"Luckily, the metal work was under control, but my biggest concern was the engine because I didn't have the time or the experience to rebuild one."



I'm sure there's more but I don't have the time or the energy.

Anybody know a good shrink with a 356?

BTW. The list is still active and I'm adding to it daily.

So far, the restoration process has been nothing of what you would call routine. There's no metal that unbolts on this car! Anyone interested in viewing some photos

of the metal work performed on this D can go to this web address:

www.356b/metal

I hope you find the photos helpful and there could possibly be an article about the metal restoration process.

Luckily, the metal work was under control, but my biggest concern was the engine because I didn't have the time or the experience to rebuild one. So I spent countless hours calling just about everyone involved with 356 engine rebuilds.

I can't speak for others, but after evaluating whatever information I could collect on engines, I decided to go with a 912 and keep the original engine. Sound familiar?

The Maestro was my first choice but he had no interest in building me an engine for 8,000.00 which was all I wanted to spend or should I say all I had to spend. Harry wanted 11,000.00 for a 912 engine. Actually, by his standards, is probably not a bad price considering he was supplying the case?

I called almost everyone from the East Coast to the West Coast. Some of the inquiries I made were made immediately after getting the car in 1996 but most were made just this past year.

Interestingly, I never called Duane Spencer at Shasta Designs. I was told he was also expensive.

Eventually, my inquiries for an engine went to Post. In fact, my behavior with one engine builder actually got me kicked off Post for a time. Having been booted off Post, I feel like a privileged member of a selected Club. There aren't many that can say that?

Well, back to the engine. I guess it pays to read ALL the words on ALL the Posts. Something I'm still learning to do. By not reading ALL the words, I missed a great engine on Post. That's right, a really great engine and the true "engine story" goes like this:

Guy in MD buys a 1968 case from someone in Canada. The seller in Canada ships it to Duane Spencer at Shasta Designs in CA because the buyer in MD is having it rebuilt by Duane. Be pointless to ship it to MD first.

3,000 miles away, Duane does his magic to the tune of 120-125hp. Duane sets the engine up to fit in a 356. Perfect! Well, almost. I do have to add Js and change the generator and some other things. After all, it could be worse.

Anyhow, the guy pays the bill and Duane ships the engine from CA to MD to the mechanic's shop that'll do the install for the guy.

Engine arrives at mechanics in MD. Engine sits in crate. (Nice crate BTW.)

During the time the engine is being built, or "In the meantime," guy in MD finds a great 356 Roadster, price and deal he can't refuse. So he buys the 356 Roadster.

Guy no longer needs the engine or the Coupe it was to go in. Soooooo, guy sells Coupe that the Spencer engine was to go in and posts the engine on Post. (Pays to Post.)

I never see the Post, but hear about it. So I Post a Post to get the original Post that I never saw posted. Actually, I did see it but thought it was about a car. Why don't I read ALL the words? :-)

Now we know I've been looking for someone to build an engine, right? Well, I

have, and Lord knows how many people I've talked to about building one and with no success. :-(

Anyway, I get one reply from my quest to locate the sender of that engine Post. A reply to the Post I Posted.

The gentleman who responded to my Post said "it was my lucky day" because that message was still there and it had not been deleted. Actually one of a few left. Some 300 he had!

Armed with the information, I contacted the guy in MD for the engine. You know, the guy that left the Post I never saw, so I Posted a Post to get the Post.

Anyway, I snagged it within one and one half hours of our original conversation. Actually one and one half hours after getting the Post I didn't originally get. About the time it takes to have a conversation with one person, then call another, in this case Duane Spencer of Shasta Design, to verify information on the engine that's still in the crate at the mechanics. BTW, the crate was never opened; guy in MD never saw the engine. Hard to believe, but true.

Sooooooooo, Engine goes from mechanic's shop in MD, still in unopened original crate from Duane Spencer at

Shasta Designs, to my location in pitiful RI.

Love Ya Ron! (Guy in MD.)

Only downside is waiting for confirmation on shipping. During this time guy has the loot AND the engine.

Great that there are honest people around! Especially in the 356 world.

Anyway, Duane Spencer will do my next engine. Hopefully, of which, will be real soon. I'm looking for a 912 case. Duane and I really hit it off. Like myself, Duane is an Aviator, we had much to talk about.

Love you Duane! (Duane Spencer, Shasta Designs in CA.)

Love you too Tom! (Guy that responded to my Post in VA.) The only one, BTW! I owe him big time.

Because my garage is home for a 1965 Morgan and a 1959 356 Convertible D, the crate, and engine still in it, is at my friend's house.

Thank you Joe Hughes. Relax, My wife will give you a ride in her 356.

I expect the D to be finished for the spring of 2004.

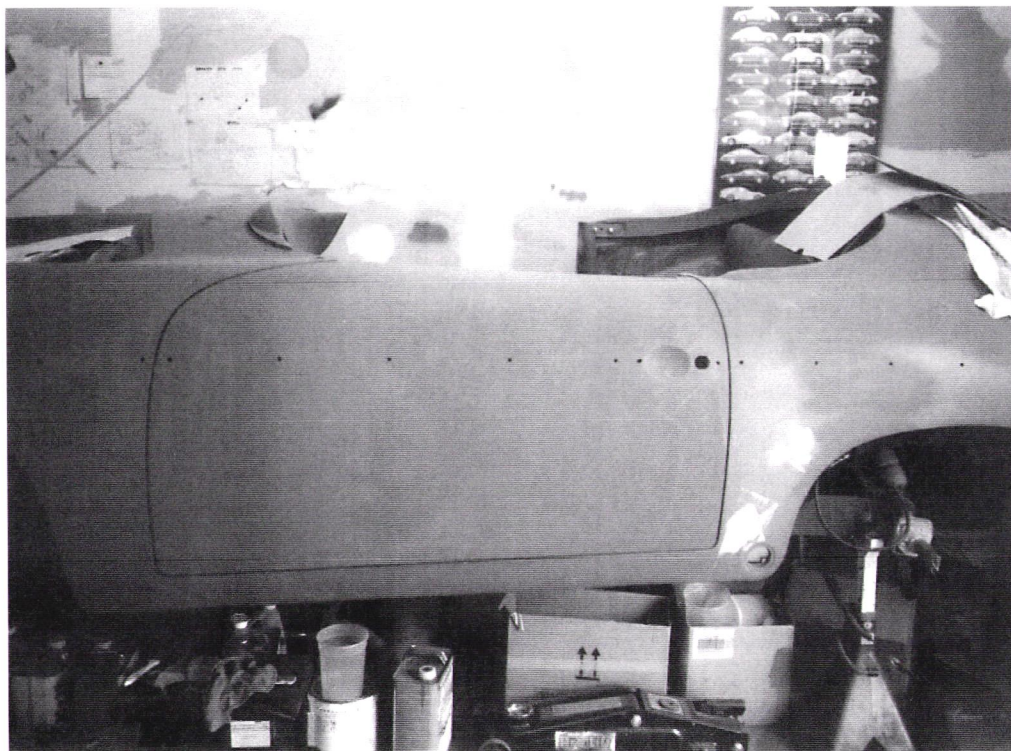
Will I be glad to go back to my life? Yes. Will I miss working on the D? Yes. Am I hooked? Yes. Will I be taking on another 356 project?

Unfortunately.

A true story with virtually no exaggeration.



Ed Note: Charles lives in Rhode Island, posts regularly on 356talk and goes by "Miamiar". If you are on the list you will recognize him immediately. He can sometimes be controversial but is always entertaining. Thanks for the story, Charles, and don't hesitate to write again. SPG



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Herr Schmidt's Unusual Auto

By Dr. E. Seifert
Christophorus #45, 1963



Normally series production cars, other than with regard to nuances in color and fittings, are as alike as peas in a pod, no matter if they are VWs, Mercedes or Porsches. As we already said: normally. But with Herr Schmidt everything is different. His auto-consumption rate is already an astonishing thing: since 1948 he has driven eleven VWs a yearly average of 9,500-12,500 miles and seven Porsches an average of 7,000-37,000 miles. The 2 liter Carrera which he now has is his eighth fast car from Zuffenhausen.

Incidentally there is no lettering on the rear hood to advertise the fact that this is the dream car with the slightly subdued four-camshaft 130 (DIN) bhp engine, which still accelerates rapidly from 105-125 mph and reigns nearly sovereign over anything else to be found on our roads.

But appearances are deceptive. Apart from the engine and the Reutter bodywork there is practically nothing series production about the car! Herr Schmidt's Porsche is the nightmare of the people in the construction and production departments. If you ask the people at Reutter's about Reinhard Schmidt's car, those responsible for series production change color, start to fidget, and their foreheads glisten with drops of perspiration.

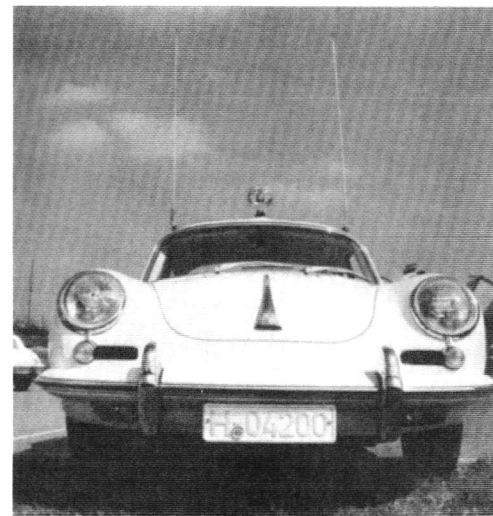
One thing you should know. To reduce things to a common denominator for the customers: this auto doesn't exist. Don't even attempt to compete with Herr Schmidt's special wishes: if the car wasn't

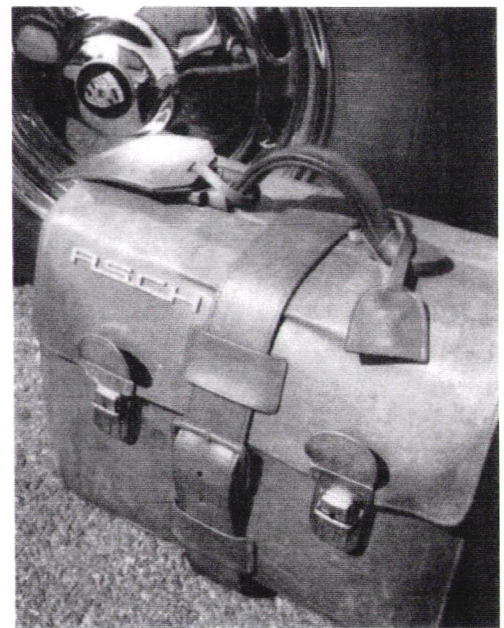
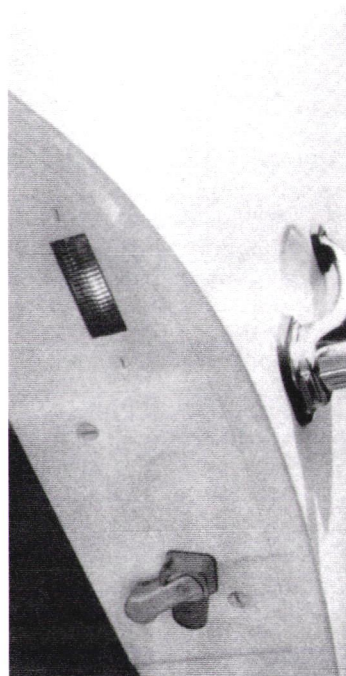
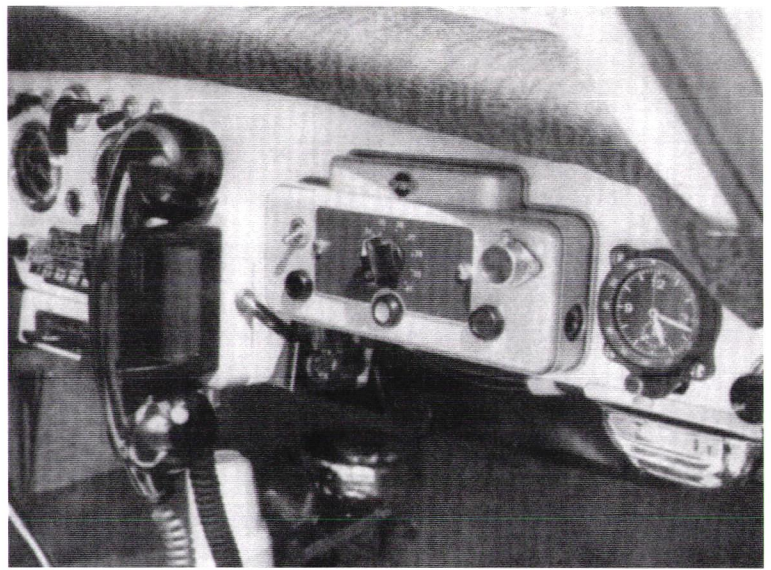
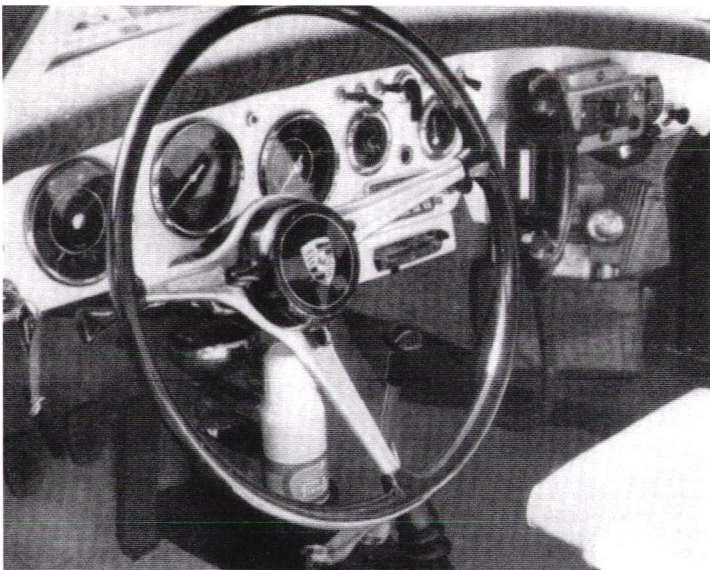
used for certain special tests it wouldn't have been made-in spite of payment in cash.

Herr Schmidt's unusual auto is interesting, because it is unique and will remain unique. A one-time job, as a special favor from one firm to an accessory firm. There is no plural as far as the Schmidt Porsche is concerned.

When Schmidt's Porsche, at that time a Super 90, first appeared in my rear-view mirror, I thought it was a "white mouse" as coupe, as the fast traffic police patrol cars thus nicknamed are all cabriolets. At first glance one's attention is caught by the two big springmounted antennae with the big Lucas rally searchlight on the roof, which is controlled from inside the car and which can be changed over to a flashing light. The drop-shaped Talbot outside mirror, thought not series-production, is by far not as unusual, not to say unique, as the red trade number-plate with which the owner has turned up for the past seven years, not only in Germany but in other countries as well! (See, you couldn't do that!)

If, one's suspicions aroused, one takes a closer look at the car, one sees a piece of profile rubber instead of a space between bumper and body, to catch dirt splashes from underneath. The rear number plate is also mounted below the bumper (as is the front one) and it is evenly illuminated at night by means of three lights. Other than this, on the left bumper horn is a





large back-up light instead of the series one in the center back. Above the two turn-indicator lights, which can also be warningly operated as "jump lights" to protect the car from the well-known night-time ramming, can be found, after the motto "Safety before beauty", two big 40 cm square back-up lights from Sweden. The warning red contact lights fitted into the doors are also there to help rear safety.

Since we are on the subject of lights, a few more remarks on this matter. The engine and the baggage space under the front hood are both illuminated from inside. As usual, there are two fog lights in front, below the

bumper, plus two extra lights (long-distance ones) on the front bumper horns. A special plan had to be made for the unconventional instrument panel, with its many extra switches and instruments, as Herr Schmidt has a thing about pulling knobs and argued in favor of switches, so that he could tell immediately when something was on. Consequently everything had to be changed over to switch operation. As, over and above this, everything is controlled by cut-outs, a constructor spent days working on the switch schema alone ...

Top: There have also been some changes, or rather additions, to the instrument panel. The revcounter in the middle is specially made, then on the right of the speedometer are an inside/outside thermometer and an amperemeter. There are no knobs to pull, everything is operated by means of switches. In front of the gear-shift is a built-in thermos flask for tea. You also see the built-in telephone. The control apparatus is mounted where the glove compartment usually is. The clock over on the right is naturally not a normal one either, nor is the covering on the "bulge" over the instrument panel. But that won't surprise you any more.

(Continued on page 24)

(Continued from page 23)

Looking through the windows, one's attention is instantly caught by the radio telephone and car telephone, controls for which are mounted where one usually finds the glove compartment, whereas the call-sender is mounted on the floor behind the driver's seat. Sending and receiving apparatus is mounted in place of the left rear emergency seat, but in such a way that an even surface can be obtained from left to right over both rear emergency seats to provide a level baggage stowage space. On being asked about his experience with the special instruments, Schmidt professed to be satisfied, but they are still too expensive both as regards purchase price and maintenance.

The no-draft window has a built-in swivel-window burglar protection, and besides this, both hoods can be locked. A reserve grip for both front and rear hood locks is kept under the fenders in case of emergency. Under the engine hood is another box for two small cans of Molykote; incidentally, when the car is washed the engine is covered up with plastic sheeting. In place of the series seats this Carrera has Spyder bucket seats, each provided with Swedish safety belts. Both door pockets are covered with Duracour, an especially friction and tear resistant material, while Girloons velours mats have been laid on top of the rubber floor mats. Very beautifully made tool boxes are fitted under both tip-up seats, so that one can see at a glance what one is looking for, and also if anything is missing. Here is really everything one could possibly need, especially as many repair shops do not have everything which is required—even the small no. 6 and the shorter box spanners are ready to hand! Between the two seats is a fire extinguisher, whereas an emergency lamp and a thermos for hot coffee are fitted in a box in front of the gear-shift, parallel to the length of the car. The car's owner uses it so much, both by day and by night, that he is almost "at home" in it.

There is no safety grip on the instrument panel of this unusually outfitted car in which everything has been thought out down to the smallest detail. Instead, practical safety grab cords have been installed left and right over the doors. The inside mirror can naturally be adjusted to anti-



dazzle position, the windshield washing apparatus is electrically operated. A transistor instrument has been fitted in place of the series rev counter. This makes for smoother readings without any fluttering of the indicator needle and does not cause any shaft noise. Besides the clock, there are also an ampere meter and a Blaupunkt radio on the instrument panel; the loudspeakers, incidentally, are in the doors. At critical temperatures around freezing point the inside/ outside thermometer with its "feeler" in the right bumper horn has proved very useful. This feature can be purchased as a series accessory.

The owner of this car never drives without having a supply of flares on board, to mark the scene in the event of an accident. A simple toothbrush holder contains red and yellow oil chalk, so that in the event of a collision the positions of both cars are ineradicably marked on the asphalt even when it is raining. A special camera case holds the good old Rolleiflex ready to hand to provide unadulterated documentation by day or night. Summa summarum, this car, as the travelling home of a test engineer, represents quite a large sum of money. But don't try any monkey business with him, for, ready at hand, beside the hand brake, there sticks in a sheath a very well-sharpened knife, which cuts better than many a pair of poultry shears!

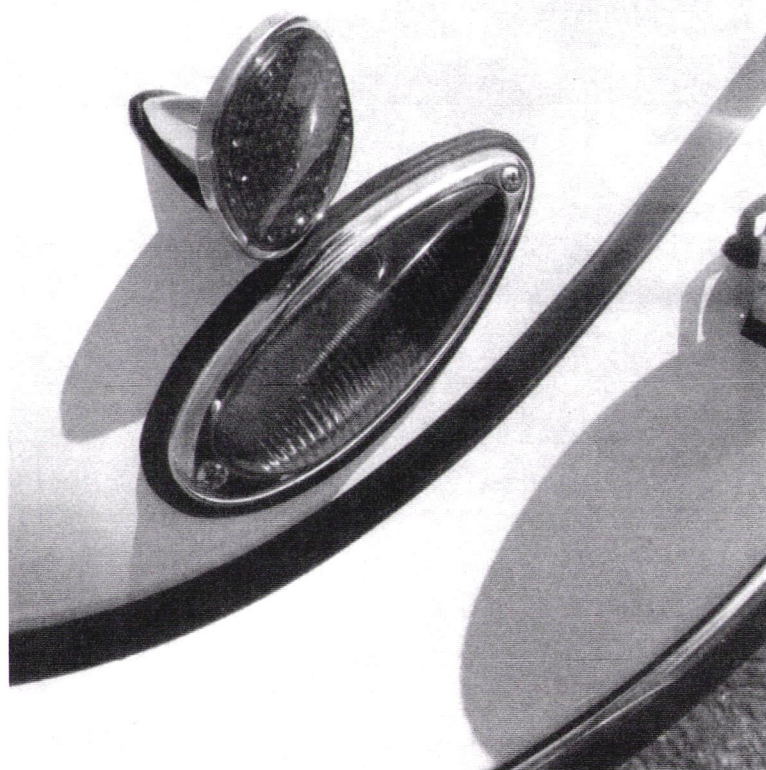
Dr. E. Seifert

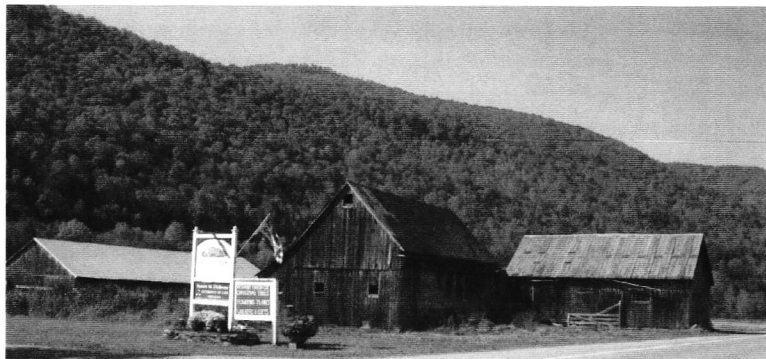


The only possible comment on this photograph on the upper right, which looks a bit surrealistic because the antenna on the roof seems to be growing out of the dear girl's hair, is: Reinhard Schmidt is always ready to talk!

Opposite page top: These bucket seats (a luxury version of the Spyder bucket seats) look really good and lend a certain Grand Prix atmosphere to the inside of the car.

Opposite page bottom: Rear view with backup light on left bumper horn. The number plate, specially illuminated, is under the bumper. Specially large (Swedish) cat's eyes are mounted above the normal signal light.





Destination Vermont in Autumn

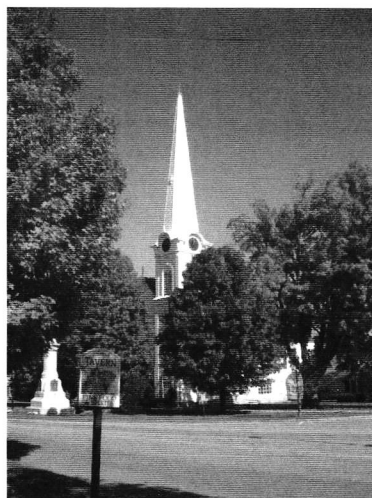
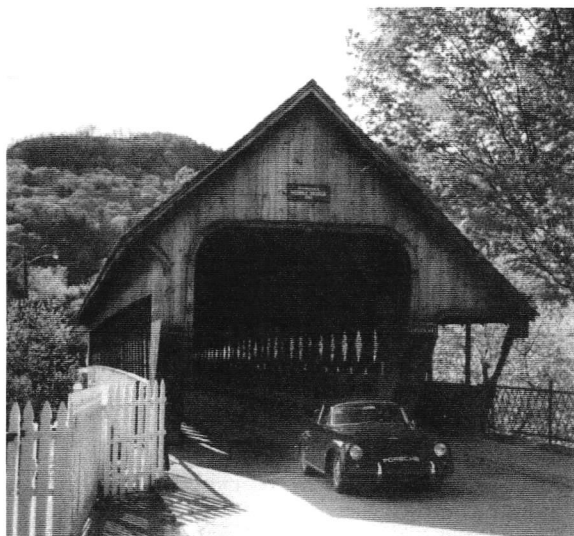
Winter, Spring and Summer too!

Vermont in Autumn is very special to anyone who has been there during that magical time. Summer, Spring and even Winter in Vermont are enough to take your breathe away, but Autumn is when the beauty of all four seasons come together in spectacular fashion.

As Porsche fans, we all love great roads to drive on. How about VT Route 100? It runs North-South right through the middle of the state and is recognized as one of the best scenic drives in the U.S. Along the way are mountain climbs, waterfalls, sugar houses (for maple syrup), antique stores, farmers markets and some of the best twisty roads you could hope for.

Connecting VT Route 7 and 100 is VT Route 125. Slashing East-West through the Green Mountains, it provides a terrific climb and an exhilarating descent. Along the way you can stop at Texas falls, the Robert Frost language camp (part of Middlebury College) or anywhere you can find to pull over and view the fall colors like you've never seen them before.

The Town of Woodstock is the quintessential New England town with its beautiful homes surrounding the town square and covered bridges. When there, stop at Bentley's for a nice sit down meal and





then check out the shops. Even a devout “non-shopper” such as myself enjoyed the time spent doing just that.

Manchester, VT is much like Woodstock and is home to the Equinox resort. Built in 1769, one can easily imagine the charm that exudes from every nook and cranny. Up for some Falconry? Golf, tennis or swimming? Perhaps the Land Rover driving school is more to your liking. In whole or half day sessions you can climb to the top of Mt. Equinox in a Defender or Range Rover with a professional driver by your side. If you’d rather take the paved road, then the Mt. Equinox toll road is for you. Winding your way to the top in a 356 is a magnificent experience. Come to Vermont if only for that. The many scenic stops on the way up afford you a view of 4 states: Vermont, New York, New Hampshire and Massachusetts.

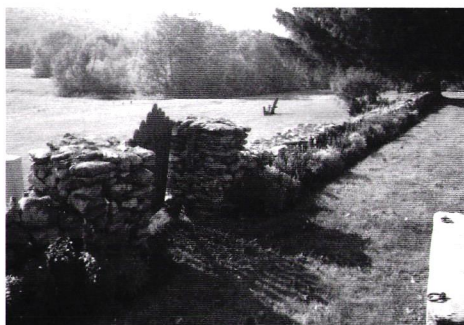
Autumn’s calendar is quite full in Vermont with many towns hosting Fall festivals, corn mazes, antique fairs and auctions. One particular auction that I enjoyed was the Town of Brandon’s Pig Auction. Not live but fiberglass full sized pigs decorated and painted by local artists. The creations were displayed around town throughout the Summer, a la the

cows in Chicago, and were auctioned off at a very nice event at the Brandon Inn. The money raised will be used for art projects, art supplies for all local schools, and to continue promoting the arts in Brandon. See their website at www.brandon.org/pigs.htm.

Typically our Destination article is for a

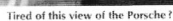
location within 2 or 3 hours of the Detroit area, but Vermont is so spectacular in a 356 I would love to have someone else try it. Do not hesitate to call me for suggestions on where to stay and what to do; my 5 trips their in a 356 have been quite rewarding and get better each time I go.

SEBASTIAN

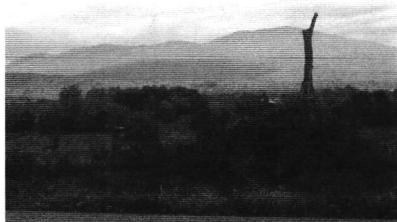


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