

Happy Holidays
from the Motor Cities Gruppe



Auspuff Roar
Year End 2005

On The Cover

John and Pam Chatley's Convertible "D" delivers the family Christmas tree on a beautiful December night.



The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe are \$20 per year due at the first of each year. Advertising rates per issue are as follows:

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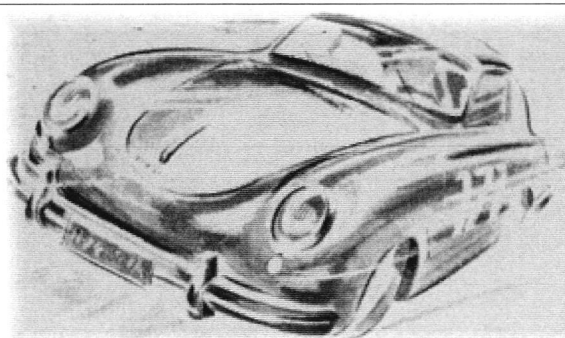
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PRESIDENT'S LETTER



Last issue of the year, and a great year it was! Our Spring Tour afforded us the opportunity to see Bill Rohrer's and Sebastian Gaeta's GRP Garage and take to the winding roads of Washtenaw County. The Heilmann's did a marvelous job of hosting the Progressive Dinner, and the Skirmants' front yard (thank goodness it is so large) was chocked full of our beloved tubs at the Summer Picnic- again blessed with a sunny day. The Fall Color Tour was exceptional this year, starting with a nice run over the roads of the Leelanau Peninsula searching out the best wineries, and then heading up to Boyne Highlands on back roads that only Bill and Shirley Hallandal know about (Dick Beecher also knows most of them, but can never remember them because he is too busy trying to keep up with Bill), and then ending at Dave and Mary Hinz' Hideout for a wonderful evening of food, beverages, games and camaraderie. And although it has yet occurred, the Holiday Party has moved to a new location this year that should meet all of our 356 Motor Cities Gruppe standards set by our previous parties. And especially exciting this year was the decision to host the 2007 East Coast Holiday.

I want to thank everyone responsible for making this a great year – the Board of Trustees for making all the right decisions; the staff people involved in organizing schedules, printing and distributing the AusPuff, handling finances and the many back room activities; the hard working people who hosted our events; the wonderful authors in our club who helped fill the pages of the best 356 newsletter around; and all of the folks who participated, as the overall success is dependent upon them, ultimately. Thank you!

Tom Hudson recently gave you one more reason to go to our web site. He has added another menu item titled *Past Events Highlights*, which is doing exactly that. It is a perfect addition to the web site because everyone benefits from it. Those who participated in the event get a nostalgic tug from seeing photos capturing the highlights, and those who were unable to attend get the opportunity to see why they should join us at the next outing. We currently have the Fall Color Tour pictures online for viewing, and by the end of the year, the Holiday Party will be added in. We'll likely have something over a years worth of events posted at any given point in time. Keep making it better, Tom!

Some more good news! We had some folks we haven't seen for a while participate in the Fall Color Tour: Dave and Beth Howard from Harbor Springs came out in their inaugural run of their just-restored roadster which was very nicely done – with a tasteful touch of "outlaw" in it; and John and Carol McConnell who re-

turned from Colorado and are now residing in Tecumseh, Michigan. Great to see some new faces and additions to the 356 fold.

As you recall from the last issue, the theme for our 2007 East Coast Holiday is:

Remember the first year in your first Porsche!

Now, every one of us has some fond memories of our first year in our first (356) Porsche. Otherwise, why would we still be owning them, cleaning them and running around the countryside in them. Also in the last issue, you read that neat article by Dick Beecher describing his "porch paint" C coupe. He also requested articles from each of you to make the AusPuff alive with material from our members; and mentioned that the idea of *Remember the first year in your first Porsche!* as a possible topic. And what could be a better topic. First, picture the smile that grows across your face as you recall that first year; and second, think about the opportunity of sharing those moments and experiences with others. So, here's my plan. Every issue of Auspuff from now one until the Holiday in June 2007 will have a feature *Remember the first year in your first Porsche!* article by a member, complete with pictures if possible. During the Holiday, we will post the articles as little vignettes around the Boyne Highlands facilities to share with all of the other folks in attendance. Mentally, count the number of smiles and reminiscences you will bring to the faces of so many others; and start writing!!

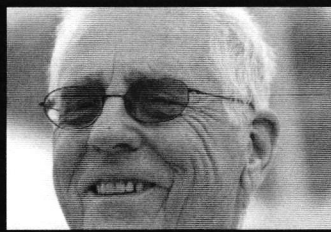
You have already received the flyer on the December 18th Holiday Party, hosted by Dennis and Sue Denyer at Olde World Canterbury Village in Lake Orion. Any one who has attended an event hosted by Denny and Sue know that this one will be outstanding also. Besides all the good things from previous Holiday Parties being carried over, we have the added attraction of having last minute Christmas shopping available on site. And the overall ambience stirs sugar plums and fairies....Make sure you get your reservation quickly, and start searching for just the "right auction item" to bring.

And don't forget to return your ballot with your Holiday Party reservation, and adding the annual dues for the 2006 year would make life easier for our membership chair, Barbara Skirmants.

See you on December 18th,

DAVE

EDITOR'S LETTER



This November day it was 60 degrees and felt like spring and now 9 hours later the wind is blowing , leaves are flying, and the temperature is dropping with threats of snow flurries.

In this issue you can somewhat extend the Porsche driving season with memories provided by recounts of our Fall Tour to Northwest Michigan complete with an article and photos by John McConnell.. Jon Peter Havdal a Gruppe member now living back in Norway tells of his good memories of membership in our Gruppe and his Vintage racing experience. The Mid Ohio racing pictures were taken on a weekend that the temperature reached 100 degrees.

Although not many Gruppe members attended the East Coast Holiday Member John McConnell again provided us with many photos of the Holiday. John , thanks for contributions to this issue.

No Fall/Winter newsletter would be complete without Winter storage instructions which I will handle this year in lieu of a regular technical editor.

1 - Always have car impeccably clean. Wash and wax under-

side, polish suspension parts. This is not really just for Winter,do on a regular basis.

2 - Drive car in to garage.

3 - Turn fuel cock off

4 - Turn ignition key off.

5 - Do not cover so you can sit in the garage and look at your car all Winter , its only dust

6 - This is the technical part. I connect a battery maintainer. Red to the terminal marked + the other clip to the other one. I guess its good to disconnect the battery cables (I didn't want to get this technical). My Optima is now about 9 years old.

7 - If the above seems too simplistic go to any other of many publications that will cover this subject in great detail that no one seems to do any ways.

With the Winter months ahead we face a time of Porsche activity drought. This would be a great time for you to send in a story of your First Porsche 356 in keeping with our 2007 Holiday theme of "Remember your first year in your first Porsche". Just when I was concerned that no one reads my column or the memories of our members are fading at an epidemic level as I have not had any response to my comments in the last issue regarding your first Porsche., Heath Hurlburt contributed a story of his first 356. This is the first in what we plan to be a series of articles by Gruppe members about their first 356. We would also welcome pictures . Please send to me, address in the classified section. I look forward to your contributions. The next issue deadline is January 10, 2006
See you at the Holiday Party

DICK

MOTOR CITIES GRUPPE '05/'06 CALENDAR

DECEMBER	4 th —9 AM Stuart Tool, Board meeting 18 th —Holiday Party Olde World Canterbury Village. See page 9.
APRIL	TBD— Hershey All PorscheSwap
MAY	TBD— Gruppe Spring Tour
JUNE	TBD— Stoddard Swap Meet TBD— Mid Ohio Vintage GP
August	TBD— Gruppe Picnic at Skirmants'

June 26 –July 1 *2007*

East Coast Holiday Boyne Highlands,
Harbor Springs, Michigan

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2007 EAST COAST HOLIDAY

Remember the first year in your first Porsche!

This will be our fourth Holiday, with the most recent in 1998. Translated, that means that we have many seasoned veterans of past Holidays as well as new folks that have not yet had the privilege to serve other Porsche owners at a Holiday Listed below is a tentative list of Holiday planning and execution activities. Please review and be ready to volunteer your services and specify Holiday activity interests.

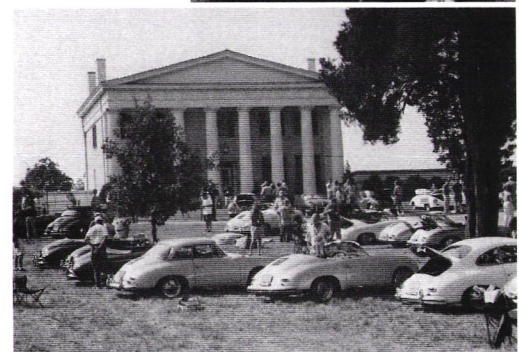
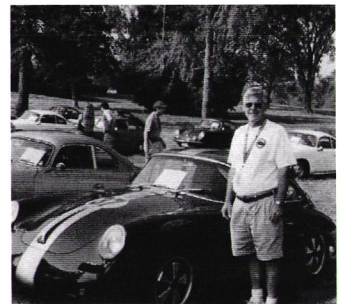
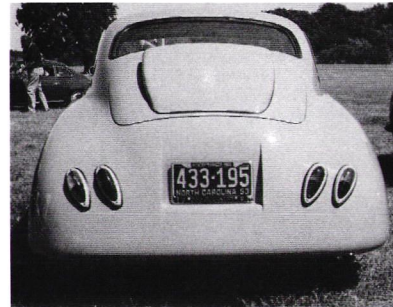
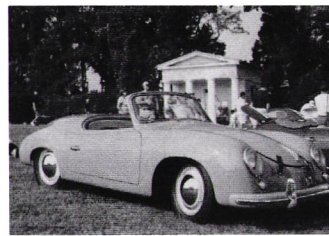
Financials	➤	Goody Bags, Shirts, Gifts	➤	Hotel Facilities	➤	Publicity
➤ Legal		◆ Design & Art Work		◆ Rooms		◆ Holiday Web Site
➤ Registration		◆ Manufacture		◆ Meals		◆ 356 Registry Magazine Ads
➤ On-Site Activities		◆ Packaging		◆ Banquet		◆ Advertising in Other Venues
◆ Tech Sessions		◆ Sales		◆ Storage		◆ Art Work
◆ Literature/Model Meet	➤	Driving Events		◆ Overflow Rooms		➤ Sponsors
◆ Concours		◆ Routes		◆ Car Wash, Parking		
◆ Swap Meet		◆ Logistics	➤	Northern Michigan Things to Do		
		◆ Maps & Driving Times	➤			

2005 East Coast Holiday

The 2005 Holiday was held at the Berry Hill Plantation in East Boston Virginia . This years event, held September 6—11th, sold out early but was not well attended by Motor Cities Gruppe members. Many of our club members attend the Annual Vintage Festival in Watkins Glen, New York each year, so were not able to attend the ECH event. Motor Cities Gruppe members that attended were Dick and Shirley Gobba, John and Carole McConnell and Denny Zamler.

The Holiday had the traditional Concours at the Berry Hill Plantation and a day of driving events at the beautiful Virginia International Raceway in Danville, Virginia. The photographs were provided by member John McConnell.

Dick Beecher





STODDARD

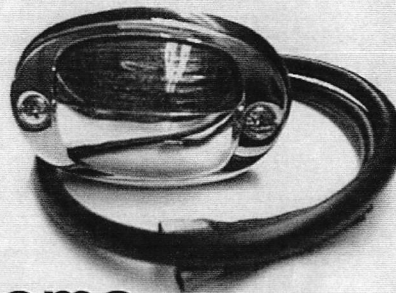
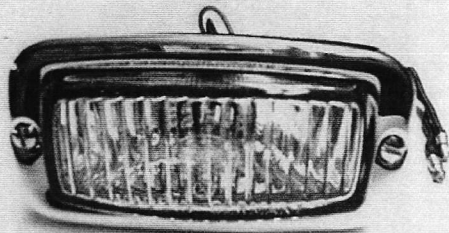
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Sale Items

Part Number	Description	Application	Sale		
PCG-628-720-07	Washer bottle	356BT6, 356C	\$65	NLA-731-003-00	Ponto mirror
NLA-559-831-00	Meister Badge on dash	356A	\$9	NLA-731-001-00	Durant mirror
644-559-210-00	Hood Badge	356A,B,C	\$30	NLA-109-952-00	Ignition wire set
901-116-081-01	Release bearing	356C, SC	\$75	NLA-572-075-00	Heater slide
NLA-731-002-00	Aero mirror	356 thru 356BT5	\$45	NLA-572-076-00	Heater slide screw set
NLA-731-007-00	Aero mirror nut	356 thru 356BT5	\$3	999-192-06-50	Fan belt
				NLA-23-326	Accelerator pedal pad
					356BT6
					356C
					All 356
					356, 356A
					356, 356A
					356A,B,C
					All 356

356 catalog is now online with pictures, diagrams, part numbers, current pricing and availability.

Phone: 440/951-1040

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Classifieds

FOR SALE: large selection of NOS and used 356 parts from 1953 to 1965. Shocks, gaskets, engine parts, exhaust, cables, gas tanks, interior, instruments etc. Also a few early 911/912 parts.

Bill Hallandal 7200 Power rd. Bellaire, MI 49615 231-377-9310

Wanted: Excellent T-6 VDM stock steering wheel. Have excellent T-5 wheel for possible trade or will pay cash.

Sebastian Gaeta 734-645-9381 spg356@sbcglobal.net

Wanted: Excellent set of black leather front seat covers for "C" cabriolet. Patina is good—rips, tears and cracks are not (I've already got a set like that!).

Sebastian Gaeta 734-645-9381 spg356@sbcglobal.net

Send all classifieds to:

Dick Beecher beech356@chartermi.net. Or mail to:
2487 Misty Lane, Davison, Mi. 48423

The Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College

In memory of Gottfried, the Motor Cities Gruppe has donated \$1,000 to the Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College (Gottfried's parents).

If you desire to personally contribute, make out your check to "Albion College", noting the above Scholarship Fund and send to Gottfried's sister, Mrs. Inge Baumgartner, 411 Darrow Street, Albion, Michigan 49224.

MICHAEL G. HEILMANN P.C.

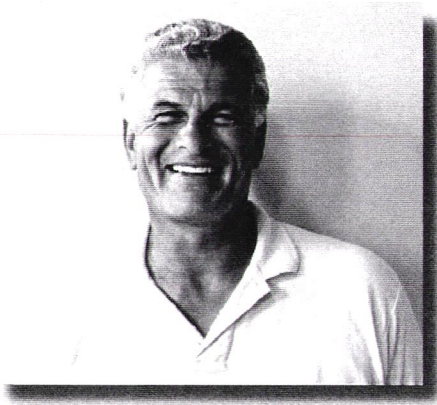
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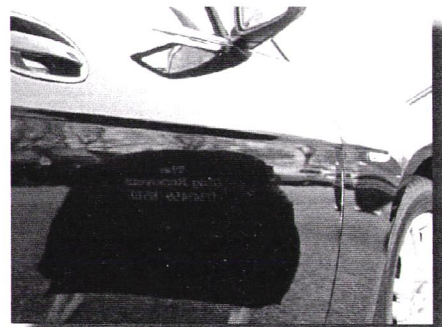


Julie, William, Kieth, Greg,
Chad, Jason, Dan

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Remember the First Year in Your First Porsche!

Ed. Note: The following story of Heath Hurlbert's first 356 Porsche is the first in a series that we plan to publish in each issue of the Auspuff from now until the East Coast Holiday, 2007.

My first 356 Or “Upside down with both eyes open”

In late December 1970 I bought my first Porsche, a 1970 911T albert blue (midnight blue) with S gages and trim and fuchs. I really loved that car partly because of how little I had to pay for it. It was the end of the year at Wood's VW and Porsche and they had three 911s left. As a result of the end of quarter and end of year quotas, this car's price was dramatically slashed to satisfy both quotas. They delivered this brand new car for only \$6,300.00 including tax and title. So this was my reference point on how much a brand new Porsche should cost. I was quite content with this purchase for well over a year.

Then I meet John McConnell, Vic Skirmants and Ron Roland all who had these great, early, really pretty 356 Porsches. I decided that I would like to get one also. Remembering that my new Porsche was only \$6,300, I wanted to get a really good 356 for no more that half of what I paid for a new car 4 years earlier. Fast forward to summer of 1974. For a couple of years I had my eye out for a rust free A of C, but was unable to find one for a reasonable price. Finally, Ron Roland found a 61 B super that was rust free but had hit a stump with the passenger's front fender just under the headlight. It was \$2,500.00 and Ron could supply a half nose for about \$150.00 and about double that to install and paint. For less than \$3,000 I could have a nice ivory over red B super coupe to drive. Had I stopped there, I would have achieved my goal of getting a nice rust free 356 for less than 3K.

But as always happens when I buy a car, I cannot leave it alone. After the nose was hammer welded in I decided that I would like to paint the entire car (I was not sure that the new nose paint would match the color and patina on the rest of the car). Painting the car on a time and materials basis (actual parts cost and a hourly rate to do it). After learning about my options on repainting, I decided to strip the entire car of paint. Bad decision. In this case, beauty was skin deep! Under the fairly nice paint job, the driver's door had a medium size dent. The “cretin” who repaired it had drilled about eight holes in the door skin, that al-

lowed for pulling out the metal without removing the interior door panel, and it held the bondo real good. After Ron shrank/straightened the door skin and hammer welded the holes shut, the repair was great. At that point I decided to research the filling of minor voids. Having seen the previous bondo repair, I felt that paddled lead was the only way to go. Another dubious decision on my part, a light skim coat of bondo is probably better than lead with it's induced heat. With double the time required to lead, the car was finally ready for paint. Now I thought about how much I was spending (way over budget) on an ivory and red B coupe and decided that I might as well paint it the color that I always loved, black. To change the color it would necessitate removing all of the interior, dash, carpet and windows (changing color is never cheap). My next decision was extra bad. I was reading the “For Sale” ads in PCA Panorama and I found an ad for a 1961 Super 90 engine in a small town in Tennessee. How could I go wrong with a black/red super 90? It would be the ultimate B coupe. I was young and stupid and figured I could drive there and back in just under 24 hours. When I returned with the engine, Ron then asked “are

you going to install an unknown engine into your totally restored car?”. So with the engine in the trunk, I set off to see Vic Skirmants and he agreed to do a total rebuild. Then Vic asked “**did you get the smaller rear torsion bars and the camber compensator that comes on a S90?”**. The school of hard knocks can drive you nuts! Within 6 weeks I found the elusive torsion bars and the camber compensator parts (all required restoration). At this point the car was eating tons of money, but I would now have a 1961 black/red Super 90 with the correct suspension and a re-done tach (rebuilt with proper red line). Does it get any better than this? I did not think so. At this point the long reassembly process was yet to be done.

“Never, Never add up your restoration costs until you have driven the car for a while.”

Never, Never add up your restoration costs until you have driven the car for a while. The car was drop dead gorgeous and it was my daily driver for about 5 years. Five years later was about the right time to add up my restoration costs. After 5 years the car had appreciated enough to justify the costs. When you complete a total restoration you know everything about your car and that is really a good thing. I learned that you can get the car of your dreams and that there are several ways to get there. There is something very special when you get the car you always wanted. About 15 years after the restoration and over 25K miles later, I sold my first 356 for double what I had into it. Upside down was now right side up. No wonder you never forget your first 356. Thank you Ron Roland and Vic Skirmants for all your help.

HEATH

356 Motor Cities Gruppe **2005 Holiday Party**



Sunday, December 18th
2:00PM to 7:00PM
Fun people, great food and
fabulous auction items

Olde World Canterbury Village
2325 Joslyn, Lake Orion

10:00am ***Shops open for browsing & buying***
2:00pm ***Program starts PROMPTLY at 2:00pm (bar opens)***
3:00 ***Live Auction***
4:00 ***Dinner Served*** (in the Canterbury Castle restaurant)

Buffet Dinner

Relish tray, Pasta Salad, Potato Salad, Tossed Salad

Penne with Meat Sauce

Entrees:

Carved Beef Tenderloin Tableside

Chicken Entree

Seafood Entree

Open Bar

\$45/person

(includes dinner and open bar)

Please contact Barbara Skirmants to make reservations.
She can be reached at 810-688-9090

Please bring one item per family for the auction

Deadline for signing up is Monday, December 5th

Porsche Goes Boating (Sort Of)

By Gerald Van Vliet

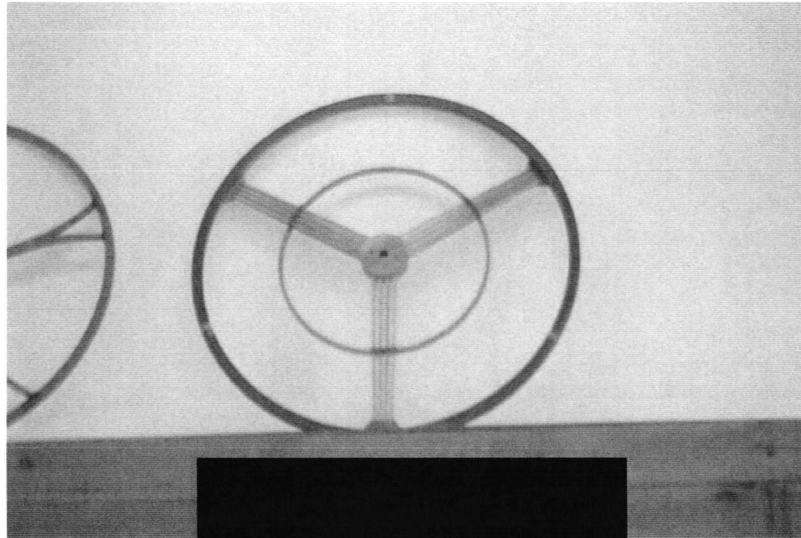
This past summer I had the opportunity to spend some time in Belfast, Maine. Belfast is on the Maine coast about three and a half hours “down east” (as they say in Maine) from Boston. While there, over the fourth of July weekend, I attended an Arts and Craft Show being held at Belfast’s waterfront park. As we were going from booth to booth, I looked up at one point and saw hanging in the windows of a building which overlooks the park, two large wooden “wheels”. Later, when we were closer to the building, I looked again and thought; that “wheel” on the right sure looks a lot like a “banjo wheel” from a 356. This did not seem likely as the building housed a custom boat builder. It was a Saturday and they were not open, consequently I was unable to go inside and make any inquiries. I had to leave Maine before I had a chance to go back, to make inquiries regarding the “wheel”.

In mid-August I returned to Maine. At that time I had the opportunity to go back to the boat builders and ask questions about the “wheel”. On the day I went, the windows which I had seen from below on my earlier visit were now empty. I went inside and while standing looking around saw someone off to my right. I approached him and asked him if he knew anything about the wooden wheels which had hung in the shop windows earlier in the summer. He pointed to the wall over my head and asked me if those were the ones I was talking about. They were.

I briefly explained to him that I had an old Porsche and that one of the “wheels” resembled an old Porsche steering wheel, called a banjo wheel. He said he knew, as that was what it was. Asking the obvious, I said, “What does a Porsche steering wheel have to do with sail boats”. He explained that the owner of a boat they recently completed had an old Porsche and wanted a wheel, like the one from his car, for his boat. He went on to say that if I wanted to see the “wheel” I should go down to the city docks, as the boat with the wheel, was tied up there. Not quite getting it I

had to ask “what wheel?”, as it seemed the wheel was on the wall above my head. He said no, the wheel on the wall was only a mock-up for the real one, done in stainless steel and mahogany which was used on the boat.

Wanting to know more I inquired as to when the owner of the boat building shop would be in. He informed me that the owner was at lunch, but would be back shortly. With time to kill I went down to the docks to look at the “real” banjo wheel.



“Later, when we were closer to the building, I looked again and thought, ‘that “wheel” on the right sure looks a lot like a “banjo wheel” from a 356.’”

Upon returning to the shop I was introduced to two individuals; one, the owner of the boat, and the second, Todd French, co-owner of the boat building company. The boat owner is a Registry member (I always ask) and owns a 1960 roadster. He had been at the East Coast Holiday in Williamsburg and had seen a

banjo wheel on someone else’s car. He was in the process of having a sail boat built, and thought the banjo wheel would look great as the “wheel” on his boat.

He brought the idea to Peter Webb, of French-Webb & Company, in Belfast, the builders of his boat. French-Webb also does custom joinery and from pictures Mike took of the banjo wheel on

the car at the Holiday, Peter was able to make the wooden mock-up which I had seen hanging in the window. From this mock-up they had made the actual steel and mahogany wheel used on the boat.

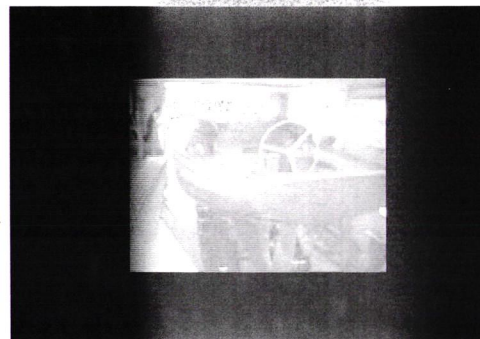
Todd told me, that after the wheel was finished, Mike (the boat owner) got to worrying that the wheel was not going to look right on the boat. However once it was on, it was obvious that the wheel was a perfect fit with the boat.

When they were finished with the story about the wheel I asked, “Who owns the wheel on the wall”. Todd said that he did or actually FRENCH-WEBB did. I asked if it was for sale as my impression was, as when I had first seen it, that with a Porsche crest in the middle it would make a great addition to someone’s Porsche garage. Todd replied that it wasn’t, although he didn’t sound very absolute in his response.



In October I was once again in Belfast. Knowing I was going to do this article I once again went to FRENCH-WEBB to garner further facts about the wheel. On this occasion I spoke with Peter Webb. Peter related the following. The "wheels", both the mock-up and the wheel on the boat are 42" in diameter. The mock-up is made of

fir. The "banjo strings" on the mock-up are common dowel stock.. Because it was going to be used on a boat and would be pushed and pulled by people hanging on to it as they sailed, alterations had to be made from the actual Porsche "Banjo wheel". There are three sets of "banjo strings" instead of two as on a car wheel and there are six "strings" to each set of strings. This was all done to stiffen up the wheel for sailing. The middle ring (horn ring?) was added to further stiffen it. Peter said that whereas an actual banjo wheel has only one row of "strings" the wheel for the boat had to have two rows for the stiffness they needed. The wheel on the boat is obviously much greater in diameter and subject to greater stresses than the steering wheel on a car. The wheel on the boat is as I have said stainless steel and mahogany. The mahogany rim on the boat wheel is one continuous strip of mahogany which was glued up from individual pieces and then wound and laminated to create the rim on the finished wheel. I have no idea of the cost of the wheel. Peter did say that the wheel on the boat was very expensive while the wooden mock-up wasn't that expensive as the materials were inexpensive, common materials.



If anyone is interested in the wooden wheel, although Peter says it is not for sale as it is too good of an advertisement for the company, you can certainly contact him through the company's web site at www.frenchwebb.com and try to get into his mind.

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MOTOR

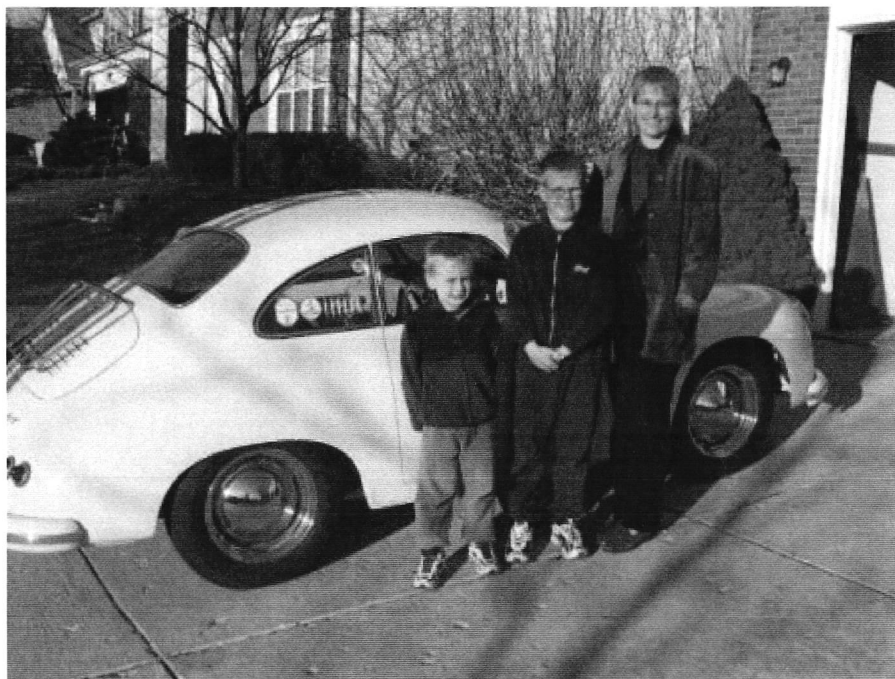
MICHIGAN'S NO. 1 RATED BOSCH SERVICE

My family and I moved from Norway to Michigan in August 2003 to work for Kongsberg Automotive, a Scandinavian automotive supplier. What better to do than trying to make some new friends in a new country? I knew about the 356 Registry already so I called Barbara Skirmants to find out if anything at all was happening in the Detroit area. My expectations were not too high however, in the city dominated by Detroit iron. Surprise, surprise, Barbara actually described Michigan as “a 356 hot bed of activity and great people!” Well, well....it did actually sound a bit too optimistic, but she told me to go to Neil Goldberg’s shop on a Saturday morning to find out more. Before I got to Neil’s, it was time for the Woodward Dream cruise. And yes, all my worries were confirmed, this city is all about Detroit power.

I actually got a short glimpse of a red 911 convertible and tried to warn him about being in the wrong spot, but lost him. It was good fun however, so I actually started thinking about buying a 63 Corvette which I think has a cool look. (The thought of bringing a Corvette back to my Porsche friends in Norway wasn’t too tempting though.)

Michigan – a 356 hot bed?

I told Barbara I was looking for a car, preferably a 356 A coupe with a bit of a vintage race look. She told me that John Chatley was selling his 356 A racer, so I went to see him after the Woodward event.



John’s car turned out to be a no compromise race car. Very nice, but perhaps not the right car for me? I had been doing quite a bit of club racing in Norway, so I promised my wife to take a break when we got to US. Buying a race car within the first weeks in US didn’t sound like a high score option. Anyway, John also recommended Neil’s place, so the next weekend I went to see myself. And what a nice surprise! Plenty of nice cars and a great group of people with incredible 356 knowledge. Maybe Michigan was the right place after all?

I mentioned to some of the guys that I was looking for a car and one guy told me that he had seen a 356 A coupe advertised in the local newspaper. I got the phone number and called next day. It did not sound too good on the phone: “It is a 1956 coupe with a wrong engine and my wife doesn’t like the color, bright yellow with red stripes!”

Hmm...did not sound too good at all, but it was close to my house so I went to have a look.

And guess what, the second nice surprise in two days! The car was beautiful and drove perfect. I had to work hard not to smile too much....it was after all painted in a “terrible color”, which his wife did not like, and the engine was put together by some

stranger called Skirmants! Needless to say, we made a deal and I was really happy with my new classic Porsche. I called Jack Chamberlin who also helped me finding a car, and after my description he told me that I had bought the Dunham car.

Well, I got Ted Dunham’s number and he was kind to explain to me all the details of this beautiful piece of 356 engineering. I have also had the pleasure of getting expert advice from Ted several times after the initial purchase.

Even though the yellow car was a great street car, I couldn’t quite give up the thought of a 356 race car. I knew Dave Burton had a 356 racer so I asked him about his experience. “Oh yes, my 356 racer definitely has a better balance than my Boxster!” (Hm,...it did sound a bit optimistic again...). Anyway, I called Vic Skirmants a few times to get some advice and also went to see him at his workshop. We exchanged e-mails and photos of several potential cars during the

next 12 – 18 months, but I didn't quite find what I wanted. I was looking for an open car, preferably a Speedster, but the good cars are not exactly growing on trees.

Early in 2005, Vic told me he might have a candidate available in Ohio. He later picked up the car and I went to see it at his place. I wasn't quite convinced at first sight and went to see another car in Virginia. That made the decision easier; the Ohio car was definitely the better one. Vic and I made an agreement in late April and he promised to go through the whole car and rebuild the engine before the Vintage Grand Prix at Mid Ohio in June.

I planned to bring the car back to Europe, so the engine had to be totally redone to match FIA regulations (the FIA generally allows fewer modifications compared to US vintage racing).

The car was completed on time and I signed up for the race together with 4 other cars from Michigan. Vic brought the car in his trailer rig and I enjoyed his expert advice and the hospitality of team Skirmants the whole weekend. Even though I was a bit rusty in the beginning, it was fantastic fun through the whole weekend. I knew Vic and Dave were fast guys, but the one that actually impressed me the most was Phil Kubik. He claims he is 76, but I think he must have flipped the numbers. I had a couple of races fighting door to door with this gentleman, it was a real thriller!

Thanks to Vic, the car ran perfect right out of the box. We didn't



do anything else than adjusting tire pressure, checking oil level and filling up with gas through the whole weekend. So, if you are thinking about vintage racing, stop thinking – just do it!

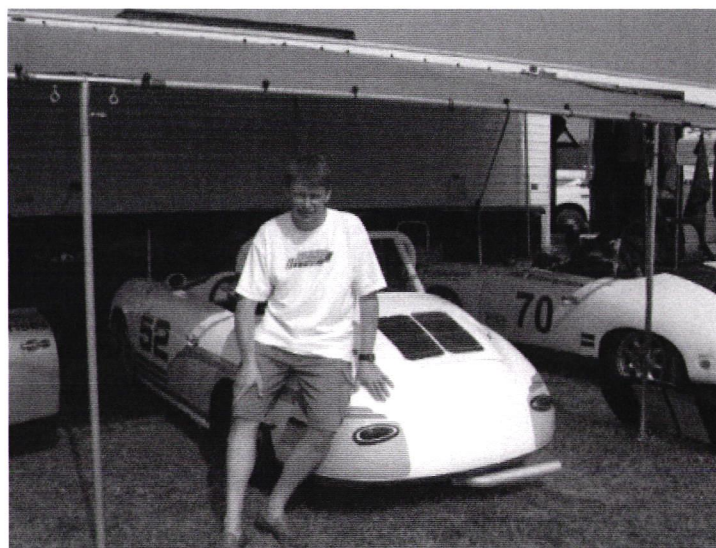
With all the expertise and race friends located in the area, you are sure to get help getting started.

Both the Yellow car and the race car are now located in Norway since we moved back this August. The 356 racer needs a few more modifications to comply 100% with the FIA rules, but will be ready for next season. I can hardly wait!

We had a great time in Michigan, and yes you are right Barb, it is really a 356 hot bed!

Kind regards,

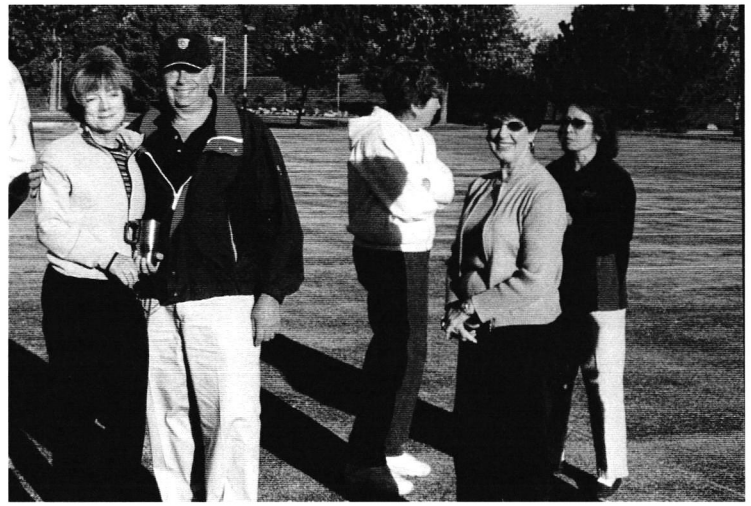
Hans Peter Havdal



Sunshine, clear skies, and perfect temperatures. Who could ask for a better weekend to gather our 356s for a tour of northwestern Michigan. Organized by Gerald VanVliet and Barbara Skirmants as a preview of the 2007 East Coast Holiday, about 30 members of the Motor Cities Gruppe enjoyed food, games, garage tours, and, of course, driving the wonderful roads of the Traverse Bay area.

Gathering first on Friday evening at the Holiday Inn in Acme, we walked across Highway 31 to Mountain Jack's for dinner. A little too cool for eating on the deck with its fabulous view of the Bay, we none-the-less enjoyed excellent food and the company that only 356'ers can provide. Mountain Jack's features steaks and prime rib which a number of folks not on Zocor ate with relish. For the rest of us, the fish and chicken were, I'm sure, just as good. Watching our little group of over sixty somethings scamper back across Hwy 31 in the dark, trying to avoid becoming roadkill, was quite a sight

Up early, we met for pictures, car ogling, and instructions before heading off to Alden. Shopping for the women and a tour of Bill Hallandal's garage for the men. (Oh, Oh. How did Beth How-



ard sneak into the garage tour? Inquiring minds want to know!) A garage with a lift! Are you all drooling! And a 356! A Ferrari! A Healey! A Formula Ford racecar! A Lotus 23B! After checking that out, we visited the basement (don't tell his wife) where we found among the pictures, posters, and diecasts, 25 framed shots of the cars Bill's owned. From Porsches to Alfas to MGs to racecars, it was quite a collection. Even a couple of customized Fords. Saving the best for last, Dick Gobba handed me the keys to his 911 for the drive back to town. Oh, man, is 9000 rpm too high!?

In town, we rejoined the gals (laden with packages as you might guess), and hightailed it for Boyne Highlands. More great roads! Arriving in time for lunch and the second half of the Michigan victory over MSU (Go Blue!), we were worn out from driving and cheering, so I think a few naps were in order.

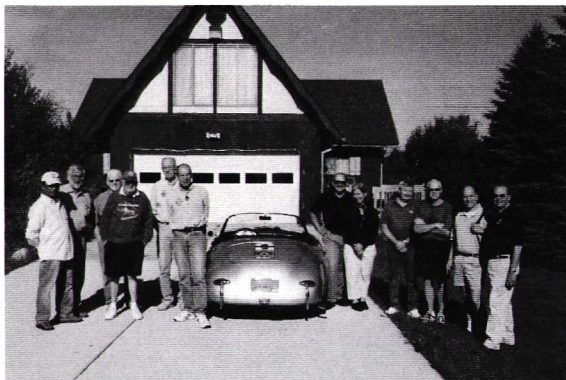
Now refreshed, we headed into Harbor Springs for dinner at Dave and Mary Hinz' place. Wow! A beautiful shop/office/



Gruppe Fall Color Tour

by John McConnell

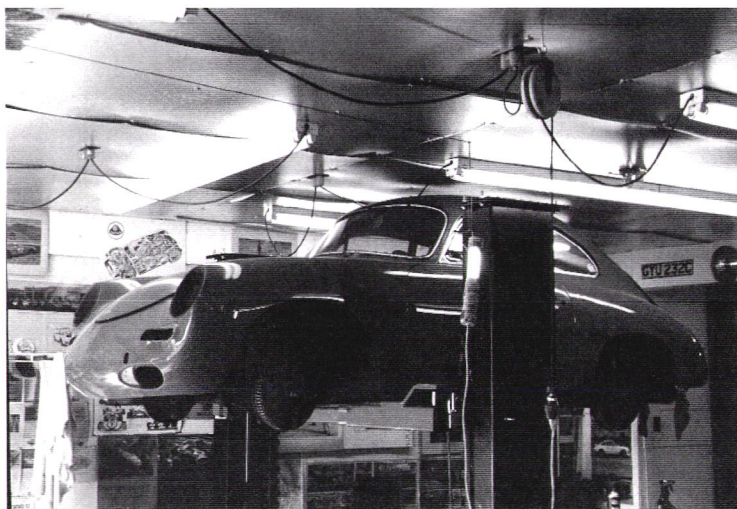




living quarters, it was the perfect place for a terrific, catered dinner featuring many choices of hors d'oeuvres, main dishes, and desserts. Also featured were their cars, each one as perfect as dinner, a silver roadster, an ivory cabriolet, a vintage beetle cabrio, and a dark blue GT3. After dinner we played Bingo. Yes, Bingo, with numbers called expertly by Bob Count and Tracy Stuyck. The serious or lucky players worked hard for those white elephant prizes like the clipboard with a moving gastro intestinal tract (the contributor of which will remain anonymous – right Shirli!) The prizes weren't all white elephants though as I came home with a very nice grill badge and a Boxster model won by my wife, Carole.

It's great to be back in Michigan again after so many years out west to enjoy this beautiful state, and especially the company of, for us, a whole new group of 356'ers.

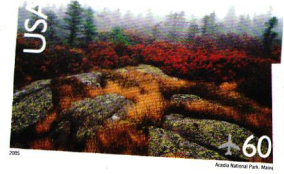
John



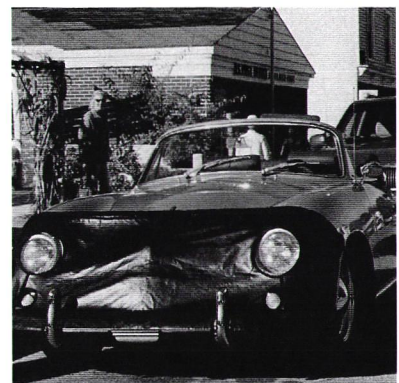
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