

Auspuff Roar

Year End 2010



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356 Motor Cities Gruppe Hall of Fame

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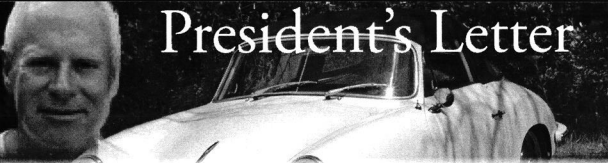
David Peterson • Ted Dunham

On The Cover



Lookin' out the back window,
 Fall Tour 2010

Auspuff Roar 2011



President's Letter

As I approach a new year, I always like to look back and think about past experiences from the year about to end. This past year was a lot of fun for the MCG. The Chili Cook-off Party that Barbara hosted for us in February was another success. Each year it takes place in the heart of winter, but once you see all of your 356 friends, it gets you thinking that spring is just about six weeks away and, at least for me, that gives me hope. Plus, the food is damn good.

Mercifully, April finally rolled around and Dick Beecher and I drove to Hershey with Vic for the swap meet. We manned the booth while Vic went off wheeling and dealing. We sold some old ECH stuff and had a ball pretending to be Vic when guys would come by looking for him. With my lack of technical expertise, that charade didn't last long. Dick was better at that than me - he was more believable! But, you should all know that our sales efforts were so successful that I believe that we put 356 Enterprises on the map globally that day. The proof of that is just after we returned home, Vic and Barbara quickly ran off and bought a new van for Dick and I to ride in for the 2011 trip to Hershey. Boy, I'll miss those 1970s creature comforts in Vic's old van.

In May, Sebastian set up one of our best Spring Tours in many years and the attendance was unbelievable. The drive, the roads, the confusion when we all got lost, the great food - it was all a lot of fun, and at that point in the year, it's so good to see our friends and the cars again. Next on the calendar was the Mid Ohio Races that, for me, was the first time I had experienced vintage car racing. You might recall from my column about this trip that I was blown away at the whole experience. I was fortunate to have Gerald and Sebastian teaching me what was going on and how to watch the race. Dave Burton and Vic were racing - it just can't get much better than that day.

A short time later in July was the very special 30 Jahre Celebration. Sebastian worked for over a year planning and putting that wonderful afternoon together for us. It deserved to be a unique celebration - how many car clubs have been around for 30 years? During that afternoon, as a relative new comer to the 356 world, I couldn't help but think about all those MCGers that have come before me that have made this hobby possible. It was certainly appropriate to have honored four of those people with Hall of Fame inductions, Barbara & Vic Skirmants, Ted Dunham and Dave Peterson.

As we approached September, some health issues took me out of the loop and I missed the ECH and the Fall Color Tour, which upset me more than my health challenges! It wasn't long ago that I talked to Bruce Schwartz from Stoddard and Bruce wanted me to make a point of thanking all of the MCG folks who attended and helped him plan the ECH. Bruce, of course, was co-chair of the 2010 ECH and he said that he felt that they had pretty large expectations to fill, primarily because the 2007 ECH was so highly regarded by 356 folks across the country. He said that he felt that no one could ever match the 2007 ECH. I know that Bruce's ECH down in Cleveland was indeed a huge success. I think it was great that our MCG supported those folks so well.

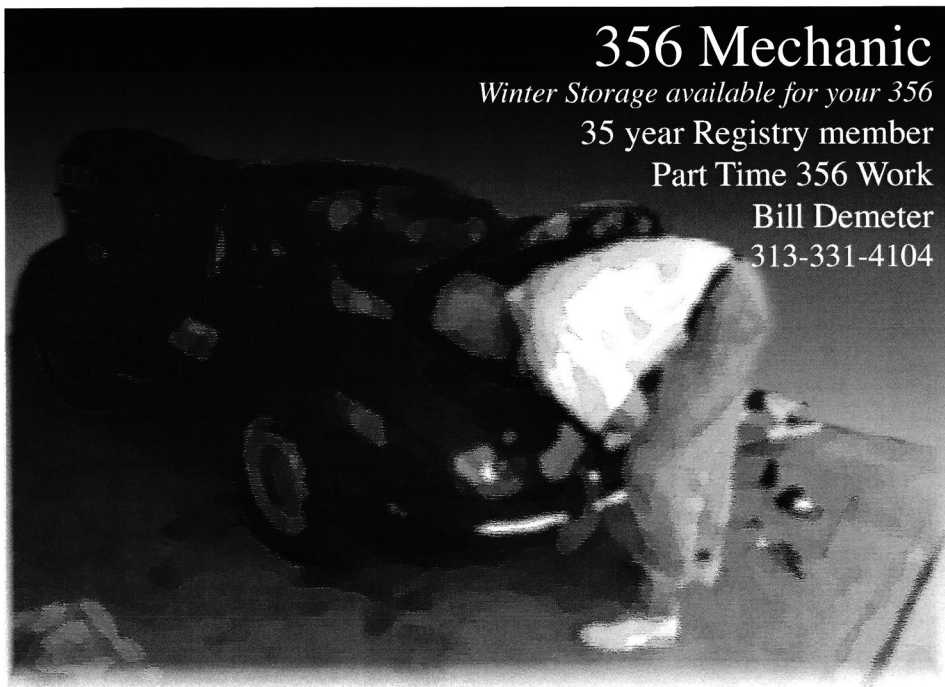
In early November, Dave Peterson and Barbara Skirmants put on a simple but highly enjoyable Fall Color Tour up to Frankenmuth. This was another event that had great attendance and proved to me that good events don't have to be complicated. It was a perfect way to wind up our driving season. Just a few weeks ago we had another lovely Holiday Party that really gets me in the Holiday spirit. Thanks to the generosity of all who attended, the party was a great success for the club and more importantly, we all had a lot of fun. I had a ball this year since it was my first year as the Emcee. I was a bit nervous at first, but Vic, Sebastian and Dave Peterson kind of kicked me in the butt and then I got going. It amazes me how much knowledge Sebastian and Vic and many of you

have about so many items that are part of the 356 world. It's good those guys were around so that people didn't low-ball me during the auctions!

Reflecting on the past year is great because it was so much fun and it really was a successful year, but now my attention shifts toward the New Year. The Board has already discussed some events that will take place in 2011. It promises to be another exciting year with some surprises and yet some traditional activities. As I look forward to 2011, and make my New Year's wishes, I hope for good health for all of you and your families, great participation from all of our members, dry roads, lots of sunshine and an additional 356 for all of us - well, you got to think big, right?

Happy New Year.

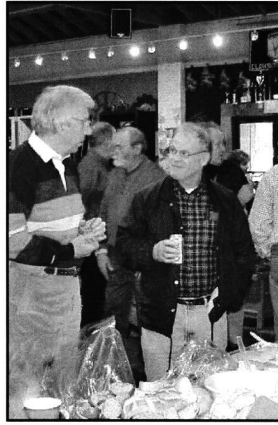
Dave



356 Mechanic
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MOTOR CITIES GRUPPE

Mid Winter Chili Cook-Off Party



Location: Leon & Lulu

96 W. 14 Mile Road Clawson, Michigan

(248) 288-3600 www.leonandlulu.com

Saturday February 12, 2010

Time: 5:00PM sharp please, to 7:30PM

Please remember to **save this date** and RSVP to Barbara Skirmants

at (810) 688-9090 or (810) 688-2059

skirmants@hughes.net

Leon & Lulu is a destination life style store with furniture, gifts and accessories. The store is owned by our friends and 356 MCG members, Stephen and Mary Liz Scannell. It is located in the historic Ambassador Roller Rink – it's a great setting for this type of party. No skating – but great browsing in their shops, seeing your 356 friends and eating chili. This is a contest as well as a get-together. You can bring your own super secret, super good chili and we'll all sample it!

Anyone wishing to enter their own chili should RSVP as a contestant. LIMIT 10 contestants. Anyone not entering as a contestant is asked to bring a dessert or side dish, just like we do at the Summer Picnic.

Basic Guidelines: There is no charge for current members. Please contact Barbara Skirmants and tell her if you're entering as a contestant or just attending and eating!

If you're not a member of our 356 Motor Cities Gruppe and want to join in on the fun, please come and we'll sign you up! If you intend to enter your chili, please bring a hot plate or crock pot, and have your Chili cooked and ready to just be heated and served. Silverware, plates etc, as well as Soda Pop will be provided.

We'll all vote on the Top Two Chilis, and those cooks will be awarded nice prizes!

Please note:

Leon & Lulu will donate 10% of all sales during our event to Gilda's Club who works with hundreds of people who have cancer, as well as their family members.

See you there!



Shades of Pink Foundation Strides of Hope Walk - Saturday, April 16, 2011 at The Detroit Zoo. Registration information coming soon!

Shades of Pink Foundation provides temporary financial assistance to women who are experiencing financial distress as a result of breast cancer.

Whether it's helping with a mortgage payment, the grocery bills, or an insurance premium, Shades of Pink Foundation is committed to easing the financial burden of a breast cancer diagnosis.

As women go through their breast cancer treatment and begin to pick up their life as it was before their diagnosis other issues may arise.

What if....they can't work full time and now have to pay health insurance premiums?

What if...they need help to cover childcare costs as they receive their daily treatment?

What if....the high cost of transportation impacts their ability to get to their treatment center?

Many women with breast cancer need financial help.

That's why we're here.

The Zoo walk, Strides for Hope, is scheduled for April 16, 2011.

To register for this event, go to shadesofpinkfoundation.org

Vic and Barb Skirmants' **356 Enterprises** is a corporate sponsor of this event. Every 356 enthusiast who attends will receive a free PINK 356 shirt to wear and show our support.

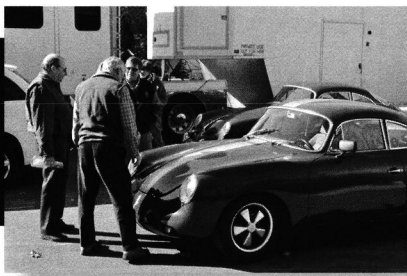
Shades of Pink Foundation helps breast cancer patients with financial assistance for the day to day challenges of life, mortgages, transportation, etc. It is local. This really strikes a chord with me, because breast cancer is a very challenging time for the patient and the family. When I took this trip with my first wife, I had a job that paid me nicely and we had health insurance – I was very lucky, but it was still a tough trip, very tough. TO have the distress of breast cancer AND the financial distress combined would be horrible and demoralizing.

This group provides an opportunity for temporary financial assistance for breast cancer patients who are not as lucky as I was, which I think is a great cause.

shadesofpinkfoundation.org

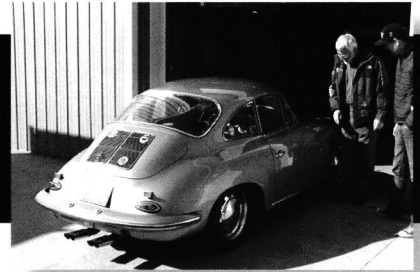
We did the walk in April 2010. It is fun to see the animals then because things have been quiet through the winter and the feel of spring is in the air. Barb Skirmants mentioned the event to us and it turned out to be a lot of fun!

I'd like to get a big turn of the Motor Cities Gruppe to support the cause, to support our friends who are battling or have battled breast cancer. Thanks, Harry Kurrie



Gruppe Fall Monochromatic Color Tour 2010

Photos by David Peterson



Gruppe Fall Monochromatic Color Tour 2010. This was the name bestowed upon this event by David Peterson, who, along with Barb Skirmants hosted the annual fall event. By the time we toured in November, the color was gone (thus the name), but the excitement was not. Originally scheduled in October as an overnight trip to the Kalamazoo Air Zoo and the Gilmore Car Museum, a couple of unforeseen circumstances forced us to move that event to Spring of 2011. Faced with the real possibility of no Fall event for the first time in forever, Barb and Dave made this happen on short notice and the turnout was terrific. Starting at the Rochester Cider Mill, we headed up to the Skirmants' home for some bench racing and appetizers. A back roads drive to Frankenmuth led us to Zehnder's and their famous family style chicken dinner.

This event was a win-win since as it was such a great day and we still have the Kalamazoo tour to look forward to this Spring. SPG





One of our

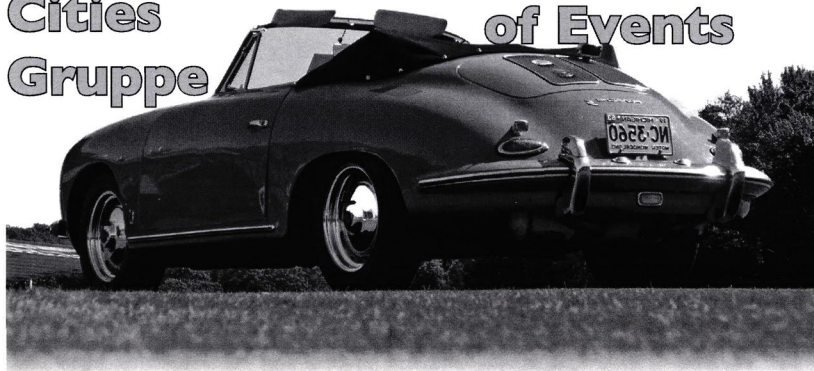
Motor Cities Gruppe members was looking through his old Registry magazines and came across this 1989 issue with a Motor Cities Gruppe member's car on the cover.

Can anyone identify the owner of this car, the location where the photo was taken and for extra credit, the event the owner and his car were attending?

Hint: it is an annual event in metro Detroit and is not Porsches only.

**Motor
Cities
Gruppe**

**Calender
of Events**



February

12th Third Annual Chili Cook Off

May

TBD Gruppe Overnight Spring Tour

March

Open

June

TBD Stoddard Swap
TBD Mid Ohio Vintage Races

April

Hershey Swap Meet

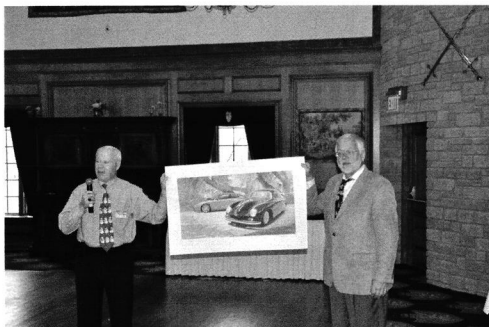
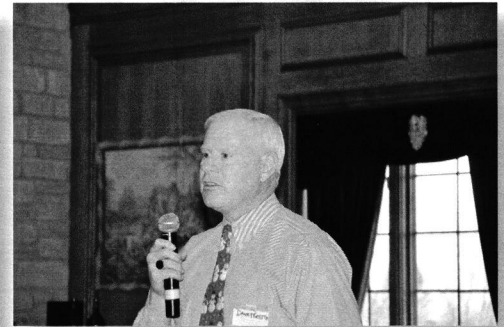
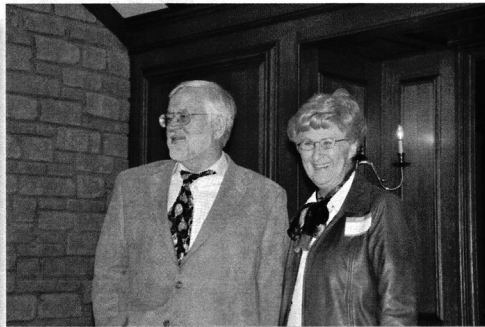
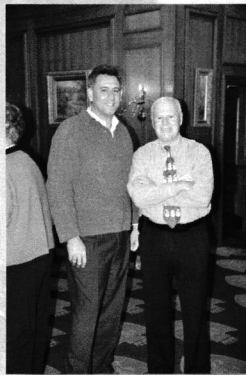
July

TBD Gruppe Picnic

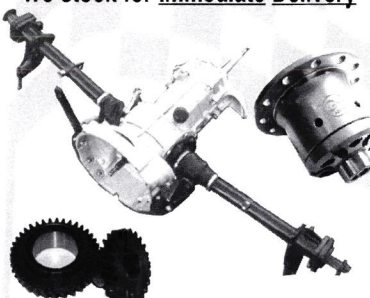
Gruppe Holiday Party 2010

Thanks again to Dick & Barb McGlaughlin and Dennis & Sue Denyer for organizing another great Gruppe Holiday Party at the Canterbury Village in Lake Orion this past December.

The Gruppe member's generosity showed again as the club raised nearly \$2,500 through the auction to help subsidize the cost of the AR and our many great annual events. Thanks also to Michael and Suzanne Gilson for the kind donation of \$150.00 since they could not be there.



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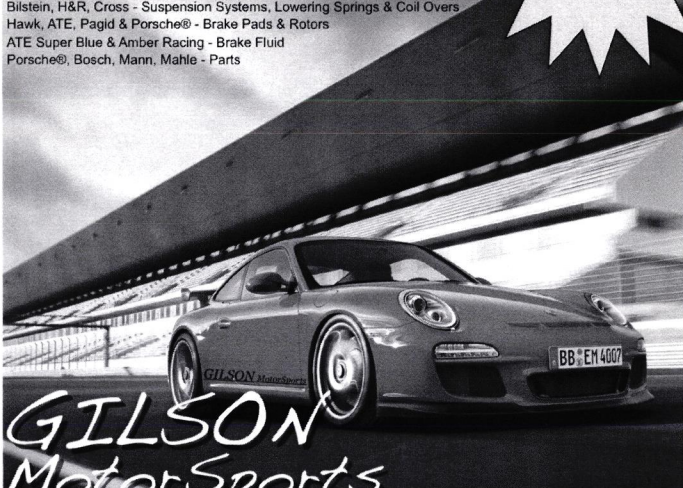
 

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Drive Your 356 Contest 2010

ENTRANT	CAR	MILES DRIVEN IN 2010
Bill & Shirley Hallandal	'61 Roadster 89428	5,885
Bill & Shirley Hallandal	'61 Coupe 116432	4,073
Total		9,958
Doc & Freda Block	'65 C Cab 161564	7,960
Vic & Barbara Skirmants	'65 C Coupe 222184	4,632
Sebastian & Narmeen Gaeta	'64 C Cab 159286	2,810
Sebastian & Narmeen Gaeta	'65 C Coupe 222053	756
Total		3,566
Harry & Mary Kurrie	'64 SC Coupe 215734	2,123
Heath & Kathy Hurlbert	'57 Speedster 83609	584
Heath & Kathy Hurlbert	'57 Outlaw Coupe 101239	1,248
Total		1,832
John & Carole McConnell	63 B Coupe 213045	1,788
Charlie & Joyce Brown III	64 C Coupe 218381	1,705
Dave & Mary Preston	'65 C Cab 161047	1,375
John and Pam Chatley	'59 Conv D	1,018
Dave & Diane Burton	'61 Roadster 88969	831
Dave & Barbara Peterson	59 A Cab 151063	714
Dick & Diane Beecher	'64 C Coupe 129947	284
John & Carroll Thomson	'61 B Coupe 200605	146

2010 Motor Cities Gruppe Driving Contest Final

The results for our second year of the driving contest were impressive, with the Hallandals pulling away and winning and just missing the 10,000-mile level. Their performance was very impressive as was our 2nd place team, the Blocks, who accumulated just under 8000 miles. Rounding out the top three was Team Skirmants at 4600 miles. Final overall standing are at left. We had 14 Teams participate this year and we hope more of you will join the fun next year.

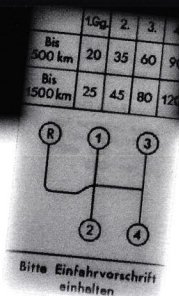
Our prizes this year:

Team Hallandal – 2 yrs club dues and 2 tickets to 2011 Holiday Party

Team Block - \$100 Stoddard Gift Certificate

Team Skirmants - \$100 McCormick & Schmick's Gift Certificate

Thanks! Dave Preston



The leaves are down,

the garage doors are closed and the heat is threatening to start up, I think it's safe to say that winter has arrived. While the batteries have not been pulled from the Tubs just yet, they are pretty much parked for the season. There is always the chance that I will be able to take advantage of a warm day and scoot out for a drive but driving a car with no top in the cold is like riding a motorcycle in the rain. I could do it if I had to but it wouldn't be a lot of fun.

The progress on Beauty, the '57 sunroof coupe, has been slow and steady. Now that the doors are closed I can get more serious about the job. This car has taught me a lesson that I learned long ago but forgotten.

With the finished body in the garage I had started on the suspension last summer. Many of the parts needed to be removed and refinished and there were delays in the reassembly as I waited for some parts to arrive from vendors. There was a long list of things that needed to be addressed and on any day I could select a task that would match the time I had available that day. If I only had an hour I would install a couple of brake lines or install a door latch. I like to be able to complete a task that I started so that I could go to bed with a sense of accomplishment. There are a lot of jobs that can't be completed in a few hours, so I would work on them for a while and then spend a few minutes polishing nuts, bolts and washers. I like to use the original fasteners where possible because replacements don't look the same and with a wire wheel it doesn't take long to polish off 50 years of dirt, grease and grime. Even if the larger job isn't done I can leave a row of like new bolts and nuts ready for the next evenings work.

There was one job that I have been skating around that I really didn't want to start. Sort of like the 800 lb gorilla that I pretended that I couldn't see. That was the wiring. When this car was damaged back in 1972 the wiring that went from the fuse box under the dash to the front of the car was turned into a snakes nest of burned wires, blistered insulation and broken connectors. I have had some experience with wiring and I know that it really isn't that tough but I just didn't want to go down that path. Climbing up under a dash board and working upside down for hours is not high on my list of things I like to do.

I originally thought that I needed to replace the entire wiring harness but once I discovered that the cost was nearly \$2000 I dove under the dash and took a closer look. All the wires from the headlights, fog lights, and turn signals had been pulled back into the cockpit and were lying in a pile with most of the cloth harness wrap

in shreds. Close inspection found only two wires that had been shorted and melted the plastic insulation, that then damaged two more wires. The wires for high beam and low beam headlights had been severed in the crash and needed a splice to replace the missing portion. All of these wires were different colors and in a couple of different gauges (sizes). In addition to those problems, the interior panels had been painted with POR15, a very durable rust resisting paint, and some of it had got on to the wires making color identification difficult. Plus it made the wires stick together like they had been fused that way at the factory.

Last year (maybe it was two years ago) our local car club, the TYP356 group, had visited a company in Rhode Island that made wiring harnesses for hundreds of old cars. They even had a few that would be correct for our old Bathtubs. They had given me the bad news when I had inquired last spring about the cost of a replacement for the '56. I called them back to see if I could get some replacement wiring the correct size along with some connectors and shrink wrap to protect the repaired areas.

The company couldn't have been nicer plus the wire was only 32 cents per foot. Since the fuse box was only four feet from the headlights I had trouble spending \$20. The first task was to separate the damaged wires and figure what color and what gauge I needed. One night I just took everything apart and laid it out on the floor of the car. I made a list of the length and colors of the wire I needed. Then I cleaned some bolts and went to bed.

The next night I got out the circuit diagrams and traced each wire so that I knew where they went. I checked out the colors again and measured the length of what I needed to replace. It was like the old measure twice and cut once rule in carpentry. Then I cleaned some bolts and went to bed.

A call to RI entered the order and it was on my workbench the next day. I really didn't want to finish this job so quickly but everything was ready to go, so I could delay no longer. Besides I was out of dirty bolts to clean.

The fuse box is up under the dash and in a tough spot to access. Actually it isn't that bad but I've discovered that I can't lie on my back with my head and hands up in the air for more than a few minutes. It's like stopping in the middle of a sit up (you remember those, right?) and then holding that position until you count to 100. I couldn't do that when I was 30, let alone now. With a thick blanket on the floor of the car I got a cardboard box just the right size and put a car towel on top for my head to rest on and it felt like Archie Bunker's recliner. If I turned my head just right I could even see the TV that was hanging on the garage wall while I waited for the soldering iron to heat up.

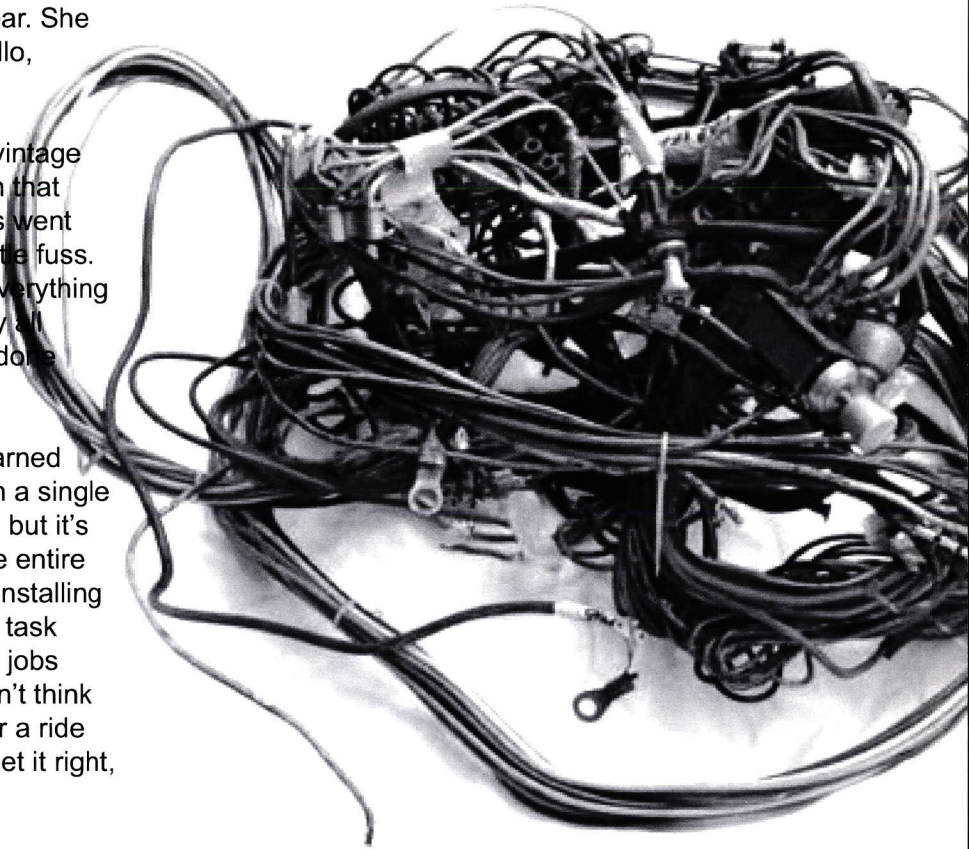
The damaged wires were fixed in short order and the

missing portions replaced. Shrink wrap (I love that stuff) covered the repair quickly with a little heat from a new heat gun that replaced my wife's hair dryer last year. She wanted hers back; I figured she forgot I had it. Hello, Northern Tool.

All that was left was wrapping the harness in the vintage cloth tape that the wiring company had sent. Even that job was less work that I expected and the harness went into the tube to the front compartment with very little fuss. Looking into the cockpit when the job was done everything looked like a pro had been there. Of course nearly all the wiring will be out of sight but I'll know that it's done correctly.

The lesson learned here was the same that I'd learned before. That is that the "longest journey starts with a single step". I'm not sure why I forget that now and then, but it's nice to be reminded in such a productive way. The entire wiring repair probably took less time than I spent installing the new brake lines but I kept dancing around the task like it was going to take forever. From here on the jobs are easier, in part due to the past successes. I don't think there is anything I can't do to get this car ready for a ride by spring. I may have to do it more than once to get it right, but I've done that before. Many times.

KTF



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Please send dues to:

Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461
Dues are \$25 per year.

Also, please send your current
e-mail address to Barbara at:

skirmants@hughes.net

This ensures that you will be kept up to date with important Gruppe information. Also note that your information will not be used for commercial purposes.

You can also go to our website 356mcg.com for current information. Please send any material suitable for the website to Tom Hudson at hudson@chartermich.net

Motor Cities Gruppe Membership Form

Join the Gruppe or renew your membership. Due of \$25 per year include six (6) issue of Auspuff Roar and e-mail announcements for events, etc.

Name _____

Address _____

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E-mail (important!) _____

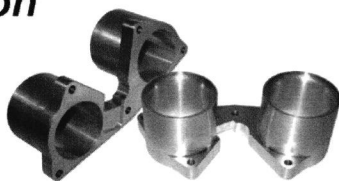
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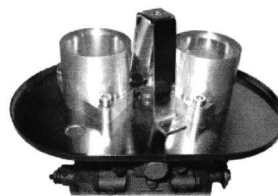
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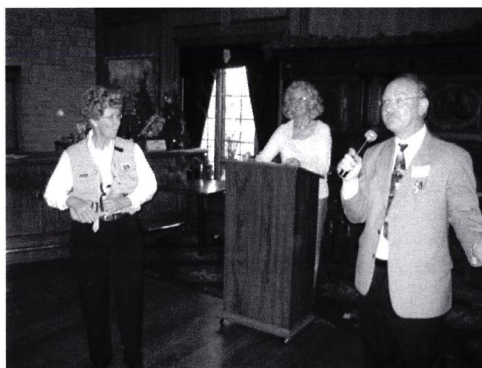
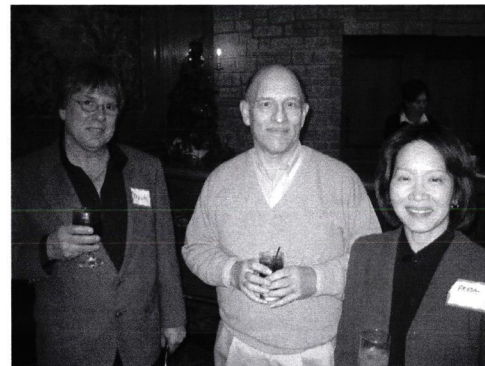


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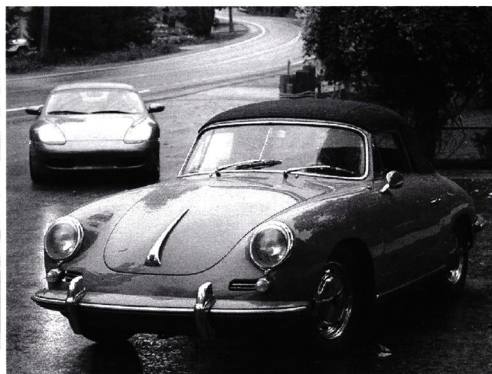
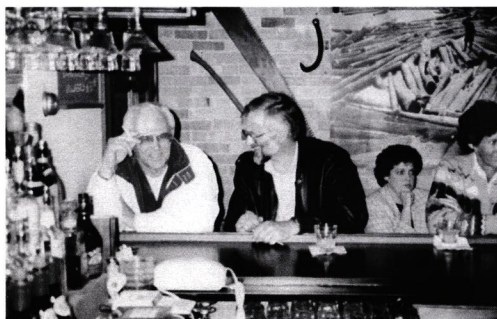


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Gruppe Holiday Parties and Fall Tours From Years Gone By



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After having once again

watched 356s at the Mid-Ohio race course this past June the thought returned to me: how do the street cars compare to a race ready "vintage racer"?

To get the answer I went back to a comparison schedule Vic drew up in 1995 or 1996. I was spending a lot of time then at SCCA races and occasionally at vintage races. I thought an article on the differences between street and race cars would be informative and interesting. I got Vic to make up the accompanying comparison of the different cars.

Vic commented at the time that the regulations for vintage racers under SVRA, where he was doing most of his vintage racing at the time, were created in an attempt to recreate the sports car racing that took place during the 1950s and 1960s, with allowances to a degree for modern technology and safety equipment.

Operating on my premise that every 356 ever made was a race car in addition to being a street car, I spoke at some length with Vic about the difference between the cars. A lot of the differences are obvious, the gutted interiors, roll bars, absence of bumpers, wider tires and wheels, etc. Getting

**"OPERATING ON MY
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EVER MADE WAS A RACE
CAR IN ADDITION TO BEING
A STREET CAR, I SPOKE AT
SOME LENGTH WITH VIC..."**

to the bottom line of what makes the race cars faster than street cars the answer is simple and straightforward, more horsepower, less weight and bigger wheels and tires.

As to some of the specific differences in specs between the street car and the race cars; first gear in the race car is really a second gear ratio. Like wise the other three gears are "closed up" to give a close ratio four speed, something no one has in his street car.

The engine horsepower figures shown in this comparison are for Vic's engines and would be different for cars with engines other than his. Some, maybe more horsepower... most, probably less.

Although 356s are well represented in vintage racing today, if you were to go to a SCCA race (the national runoffs for instance) it is very unlikely that you will see a 356 in the E production class. The SCCA has over the years changed the regulations for this class so much, favoring "newer" cars among other things, that a 356 is simply no longer competitive. As you will also notice from the specs and in person if you ever saw Vic's E production car, it bore little resemblance to a 356 street car. Although the vintage racer is hardly anything anyone drives on the street, gutted interior, racing exhaust, the E production was like no 356 anyone ever drove on a street. It was a flat out race car which was 356 based but under rules which evolved over time and allowed major modifications to the car from its original configuration. For instance, if I remember correctly, Vic had to get out and remove the front spoiler from the car just to drive back to his paddock from the track itself as the ground clearance for the spoiler was only about an inch.

If you have further questions about your car versus a 356 race car or want to learn more about 356 race cars, you can email me or ask me the next time you see me. Since my perspective is of an observer/voyeur (and I'd just be making it up) I suggest, for personal experience personified, you talk to one of the Gruppe's racers, Lane Mally, Phil Kubik, Dave Burton or Vic, for the real answers.

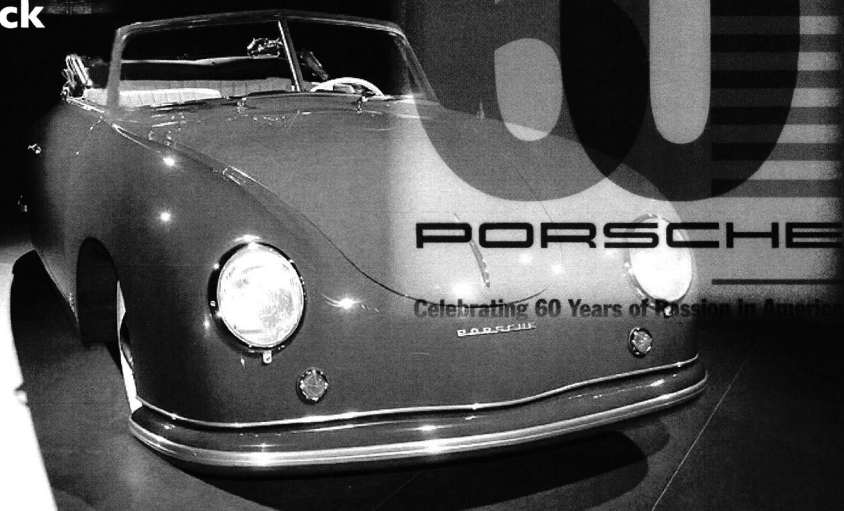


PRODUCTION AND RACING 356'S

	PRODUCTION	VINTAGE	SCCA
PRICE.....	\$4,995.....	\$40,000-65,000.....	\$40,000-65,000
GENERAL:			
WEIGHT, LBS.	1,970	1,710	1,620
WEIGHT DISTRIBUTION			
FRONT/REAR, %	42/58	42/58	44/56
TRACK, FRONT/REAR IN.....	51.4"/50.0".....	51.9"/50.5".....	55"/53.7"
LENGTH.....	158"	142"	142"
WIDTH.....	65.8".....	65.8".....	74"
HEIGHT.....	51.7"	50. "	48"
GROUND CLEARANCE.....	5.9"	4.2"	4.2"
OVERHANG, FRONT/REAR.....	35"/41.5 "	27"	33.5"
FUEL TANK CAPACITY, GAL.....	12.5.....	8.....	8
ENGINE			
BORE & STROKE.....	3.25 X 2.92.....	3.25 X 2.92.....	3.25 X 2.92
DISPLACEMENT, CC.....	1582.....	1620.....	1620
COMPRESSION RATIO.....	8.5:1.....	12.1:1.....	12.1:1
BHP@ RPM.....	88@5200.....	165@7200.....	165@7200
TORQUE@RPM, lb-ft.....	90@3600.....	130@5700.....	130@5700
DRIVETRAIN			
GEAR RATIOS:			
1st.....	3.09.....	1.69.....	1.61
2nd.....	1.76.....	1.35.....	1.35
3rd.....	1.13.....	1.13.....	1.13
4th.....	0.85.....	0.96.....	0.96
FINAL DRIVE RATIO.....	4.43.....	4.43.....	4.43
CHASSIS:			
BRAKE SYSTEM.....	4 WHEEL DISC.....	4 WHEEL DISC.....	4 WHEEL DISC
WHEELS.....	4.5" STEEL.....	6" ALUMINUM.....	6" MAGNESIUM
TIRES.....	165x15.....	185/70x15 RADIALS.....	23x9x15 B PLY SLICK
FRT SUSPENSION.....	INDx2 TR ARMS.....	INDx2 TR ARMS.....	INDx2 TR ARMS
	AND TORSION BARS	AND TORSION BARS	T BARS&COIL SPRGS
RR SUSPENSION.....	IND SWING ARMS.....	IND SWING ARMS.....	IND SWING ARMS
	& T BARS	& T BARS	T BARS&COIL SPRGS
FRAME TYPE.....	INTEGRAL W/ BODY.....	SAME.....	SAME
BODY.....	STEEL.....	STEEL.....	STEEL/FIBER GLASS
CALCULATED DATA			
LB/BHP.....	26.5.....	11.5.....	10.9
TOP SPEED.....	105 MPH.....	140 MPH.....	140 MPH
ENGINE REDLINE.....	5800 RPM.....	7800 RPM.....	7800 RPM
LAP TIME-MID-OHIO.....	2:10.0 MIN.....	1:46.0 MIN.....	1:39.0 MIN

Porsche's "60 Years of Passion in America"

by Roy Lock



Porsche AG and PCNA (Porsche Cars North America), introduced Richard Blumme and his award winning 1950 Cabriolet as the oldest Porsche in America. If you had not seen and carefully read the press release, one would have assumed that the 1950 was the winner of the contest. But the photograph used in the press release was that of Robert Wood's 1952 Cabriolet. The fact that PCNA crowned two winners of the 356 category did not fully sink in until the Los Angeles Auto Show.

The initial press release recognized both Robert Wilson's 1952 Cab and Richard Blumme's 1950 Cab as the winners of the oldest Porsche in the Americas. The press release went on to state the 1952 Cab as the "oldest/

This year, Porsche ran a contest

to recognize 60 Years of Passion in America. In 1950, Max Hoffman imported the first Porsches into the United States. Porsche, through its various distributors has never looked back since that faithful date. The Americas is Porsche's most important market. It has sustained Porsche's ledgers through thick and thin. To recognize the relationship of the Americas with Porsche, the contest was very heavily publicized in publications and clubs throughout the car enthusiast world. The end result should have yielded the oldest surviving Porsches in the Americas. The contest was divided into different models. Simply, the oldest Porsche honor going to the 356 and the newest/last honor going to a Cayman. That's how an enthusiast world saw it. But in the eyes of the publicist, it was a boon to how to tell the truth. Especially in the case of the 356, since there are three correct answers. Yes, three; and probably more depending on how you slice the pie.

The contest ground rules were very simple. Fill out the online form and submit a story and picture about your Porsche. This was not an active search by Porsche for the oldest Porsche, but a contest to determine who would submit the form for the honor. As with any contest, you had to submit the form to win. It doesn't get any simpler than that, it was very straight forward.

After the closing date, the 356 story got murky. The initial press release issued by Porsche showed a photograph of the Strawberry Red 1952 Cabriolet owned by Robert Wilson of Oklahoma City. It is the oldest Porsche which entered the contest that was delivered/retailed in the Americas, sold by Max Hoffman's New York dealership. They also stated that Richard Blumme's 1950 Cabriolet was the oldest Porsche that entered the contest. That statement was a Philadelphia lawyer's dream. How long did the publicity department at PCNA take to write that?

How does this contest get murky? Recently at the Los Angeles Auto Show press conference, executives from both

retailed" in the Americas and the 1950 Cab as the "oldest" Porsche in the Americas. However, you must remember that this was not a search by PCNA to find the oldest Porsche.

The contest winners were determined by submittal of the form for that honor. Once the publicist discovered there were older Porsches in the Americas than those directly imported by Max Hoffman, they gave dual honors. This has added to the confusion as the Los Angeles Auto Show campaign presented the 1950 Cab of Richard Blumme and the press release photo was of Robert Wood's 1952 Cabriolet.

Where is the third slice of the pie? Throughout the years, private individuals have imported even earlier Porsches than the two honored by PCNA, there are Gmund 356's present in the Americas. Those owners did not enter their 356's in the contest, so they did not qualify for any recognition, though it is a common knowledge these cars exist with private collectors. Will one of these owners step forward? Even if the oldest Gmund 356 steps forward, that can easily be displaced if one of Dr. Porsche's early race cars presents itself here in the Americas. How do you slice that pie? Only time will tell how the story will end. Roy



Top: '50 Cabriolet owned by Richard Blumme
Above: Red 1952 Cabriolet owned by Robert Wilson

ANNOUNCING

NEIL'S BOOK

THE 356A PORSCHE



DOCUMENTED DETAILS
By Neil Goldberg

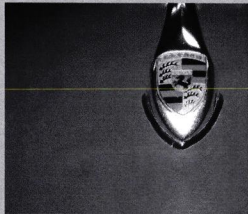
1958 356A coupe #103526 was purchased new in June 1958. For the next 51 years, the car was owned and maintained by just one individual who took great care in keeping the car as original as possible. The car remains exactly as delivered except for maintenance items. This book includes 214 color pictures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

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Paint and Finish Details



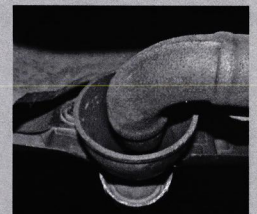
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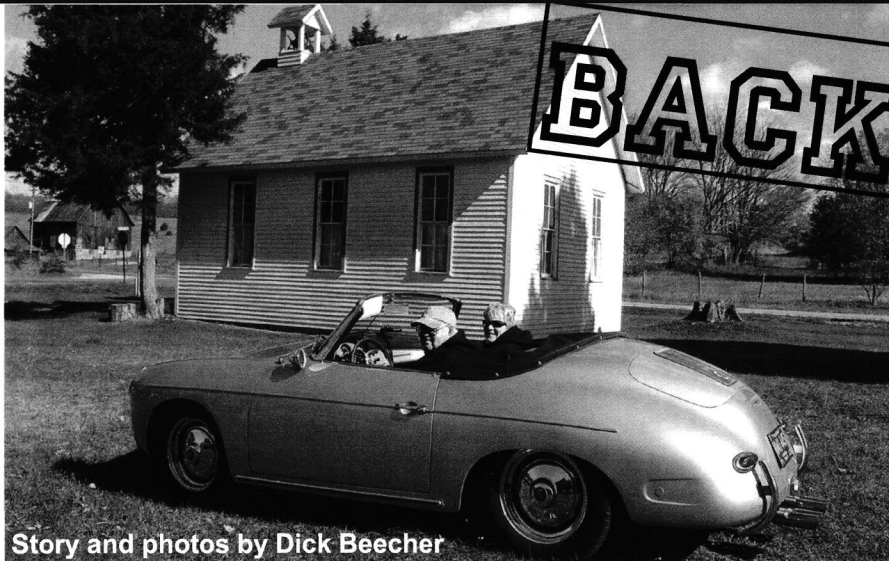
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BACK TO THE 6



Story and photos by Dick Beecher

Last summer, I didn't drive my Coupe much. It always seemed that there was a reason to drive the other cars; a need for more room, a desire for air conditioned comfort and maybe a lack of enthusiasm. The longest trip that I took was down to the 30th anniversary party in Ypsilanti. It was kind of a humid day and the traffic was a bit heavy. I was driving down by myself as Diane was staying home with a broken leg. I was missing the comfort of the A/C in the Corvette. I even missed the auto transmission in the traffic.

The party was a great event with a good turnout of Gruppe members. Shirley and Bill Hallandal arrived at the party in their Roadster on the way back from a 12 day trip. They were going to stay at our house for the night prior to returning home the next day. We planned for me to follow Bill back from Ypsilanti as it would be dark before arriving home and my night vision was a bit off due to some recent eye treatments and issues with my headlights. Driving home at dusk the temperature had cooled with the afternoon rain and the coupe was running great. I had thoughts of why I didn't drive it more often. This is what it must have been when these cars were new. I resolved to drive and enjoy the coupe more often.

When at home we sat with Shirley and Bill and discussed their recent trip. I noted their tightly packed car for the trip and thought I was previously not even comfortable for the short trip to Ypsilanti. They left home on July 21st with the top down and drove to Grand Rapids to stay with Shirley's sister and meet with friends driving a Boxster the next day to Pittsburgh for the Vintage Grand Prix. I mention having their top down as Bill always drives with the top down, and Shirley shares his enthusiasm. I recall once waiting to meet up with Bill at Gingerman Race track on a day that was pouring rain. I looked down the long drive and up comes a Healey with two people in hooded rain jackets. Shirley and Bill. I asked why they hadn't put the top up, and he asked, "have you ever put the top up on a Healey?, It's easier to put on a rain suit!"

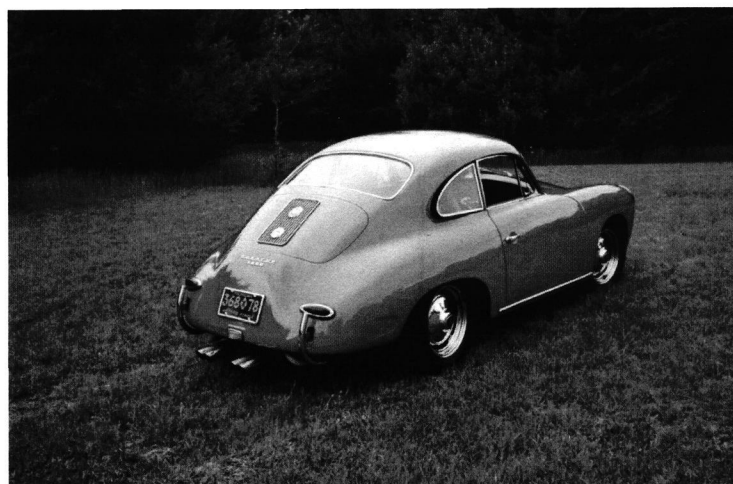
Continuing on with their trip toward Pittsburgh they drove with the top down in 88 degree weather, all on back roads through Michigan and Ohio. Bill provided me with

highlighted maps of his entire route. For you map fans, they covered routes 50, 127, 223 and 52 in Michigan and onto 20 across Ohio. The next day the temperature rose to 90 and they continued on with the top down (and I'm sure hats and sun block) to stay in the Pittsburgh area. That evening they met with friends for dinner and after went to an overlook above the city where the three rivers meet which was very

beautiful at night. This was what it might have been like in the sixties when people actually took trips and stopped to see things and, horrors, parked in public parking areas with the top down while they were having dinner.

On Saturday they went into Pittsburgh to attend the Pittsburgh Vintage Grand Prix at Schenley Park. The track is unique in that it consists of city streets that run through the park and there are no guard rails or runoff areas. There are, however, lamp posts, fire hydrants, and trees that are protected by 2 or 3 hay bales depending upon the size of the hazard. There was special paddock parking for pre-war sports cars. The grounds have parking for street cars with corrals for various marques. On Sunday they enjoyed the races with VIP passes that gave them access to a catered lunch right next to the track.

On Monday they traveled a short distance south on interstate 76 and on to 381 to visit tour Falling waters, the famous Frank Lloyd Wright designed home. They advised that the home and the area is very beautiful and worth the visit. They then stopped at Chiopyle Park where Shirley waded in the river rapids, and heading north they traveled on routes 119 and 66 to Nemaconlin Woodlands, a high dollar resort owned by the family that owns 84 Lumber. Some friends from Pittsburgh told them about the resort that has numerous attractions like golf, ski lifts, rock walls, the site of the "Jeep Jamboree", and a "toy store" full of exotic cars. There were Ferrari's, Aston Martins, Rolls Royce and a Cord 810. A '56 ford Woody wagon was



their first delivery vehicle. Some pre-war airplanes and a restored mail plane that once belonged to Steve McQueen were displayed in a separate building.

D'S

On Tuesday they headed father north in Pennsylvania thru the Allegheny National Forest. On one occasion Bill observed an unusual sight, a Carrera GT followed him for about 20 miles. If the road was twisty probably couldn't get around him. You see I

have followed Bill many times. He usually was waiting for me to catch up.

Gee, this must have been like it was back in 1961 when you had a new 356B Super Roadster and were just taking a trip and enjoying the ride. You parked it outside overnight at a quaint motel with only a tonneau cover to protect the interior from the dew. Stuffed your luggage into the meager storage and you were on your way for another day.

Shirley and Bill headed west toward Cleveland in northern Ohio on routes 77, 285, and 6 where they visited Shirley's son and family. Bill took some time to visit Stoddard's to pick up some spare parts - probably an oil filter for a major overhaul needed after that long trip or maybe even a valve adjustment just like they did "back then". A visit to Fred Baker's auto sales resulted in a generous offer to trade the Roadster for something much newer. Bill declined.

Saturday the travelers made a fast interstate trip to arrive in Ypsilanti just in time for the Anniversary party. They arrived with the top down.

It was no surprise to me that Bill & Shirley won the annual Gruppe driving contest with a total of just under 10,000 miles in his 61 Coupe and Roadster. These cars are driven at every opportunity. As members of a very active British car club in their area, they even drive the Porsche's during those events although they have a nice Austin Healy. The coupe is not put in storage even in the winter as there may be an opportunity to drive it on a sunny day. The Coupe was purchased in 1986 and has had an engine overhaul with big bore pistons and cylinders with cam and carburetor changes. It also has an "Abarth" type exhaust that Bill favors. The '61 Roadster was originally owned when new by a mutual friend, Bud Ladd, who now lives in the upper peninsula. The car was sold, and later

came to be owned by Gruppe member Tom Gasser who owned the car for about 25 years. Bill was finally able to buy the Roadster after discussing it for many years. The car had been in storage for about 10 years. The odometer indicated 53,000 miles so Bill immediately went through the brakes. He then changed oil and filter, lubed it and started driving and enjoying the car. Both Bill and Tom Gasser believe that the engine or transmission has never been overhauled. No modifications have been made to the engine. However, the Roadster was painted Silver and now has a Blue top and blue leather interior. Again, just driven and enjoyed just like it was in the sixties when it was new. The roadster odometer reached 75,000 coming home from the recent trip. It's still running great, probably like it did in 1961

Aside from the obvious love of cars and enjoying them every way possible, I must comment on Bill Hallandal. Bill is the consummate "car guy" I have known Bill since the sixties when we were members of the NE Michigan SCCA and have been friends ever since, even though Bill put dents in the top of the fender on my aluminum 1900 Alfa Romeo while testing the firmness of the suspension.

Once I asked Bill to inspect a '65 SC coupe in Grosse Pointe for me when I had been transferred to Milwaukee. I called him when I was back home for the weekend to see what he thought of the car. He said "I bought it". I paused, and thought "this is the end of a friendship". He then said "I bought it for you, however if you don't want it I'll take it". He had written the owner a check on the spot. I did get the car and wish I had kept it. Bill has called me fickle due to my numerous car changes. I was often Bill's "pit crew" when he raced for many years. Once when he was racing a somewhat exotic formula car, a racer friend told me that I was a great "oil sopper". Admittedly I was not a great mechanic.

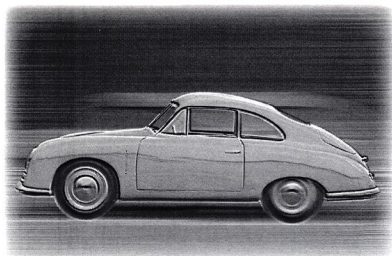
Bill has owned more cars than any one I have known. Not to just to put in storage and look at, but to actually use regularly. A cobra, Shelby 350, Aston Martin, Ferrari, Alfa Romeo, Austin Healy, and a 911 Porsche, as well as numerous race cars and currently a Porsche Cayman. There were others that I can't recall as he is always looking to buy and maybe even "flip" to support his addiction. He has a well equipped shop to maintain the fleet.

To be a car guy to this degree you must have an understanding spouse who also is enthusiastic about the car hobby. Shirley also enjoys the top down trips and her own car is a Boxster. She is always ready to tour with the top down and a hooded sweatshirt if the weather calls for it.

So you will have to go some distance to better the Hallandals to win the driving contest. Don't just check the weather report for absolute sunshine for the next 10 days and take the cover off for that once or twice a year drive. You must actually get in the car and drive it for the enjoyment, and use it just like you might have done back in the sixties.



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