



This newsletter is published by 356 Motor Cities Gruppe, an organization dedicated to the preservation of the 356 automobile. The opinions expressed herein are those of the authors and not necessarily those of 356 Motor Cities Gruppe. Submissions to the newsletter are welcomed and will be considered for publication by the editors. We especially appreciate submission by PC disk in either TEXT or WordPerfect 5.1 format. Advertising is welcomed from commercial sources as well as members. Subscriptions are available for \$10.00 yearly. Please send your name, address and phone number to: 356 Motor Cities Gruppe

President's Message

Well it's official - SPRING is here and the roar of 356's is beginning to replace that of a snow blower.

The response to our first winter event was tremendous, with over 30 gathering for dinner and conversation at "La Fondue" in Royal Oak. Longest drive goes to Frank and Rita Malick from Owosso (must be lonely up there). Thanks to Diana Sheppard and Tim Walls for suggesting and organizing a very enjoyable evening.

Our calendar of events for 1994 is shaping up nicely, but there is always room for more. If there is any interest for a road rally, poker run or mystery run, please contact me. I have reserved 15 rooms for those wishing to stay over night during the Mid-Ohio Vintage Car Races and Barb's Saturday night track-side BBQ. The motel is about 15 minutes north of the track and the room cost is approximately \$35-40 per night/couple. Rooms are available on a first come first served basis and will be held until June 12th.

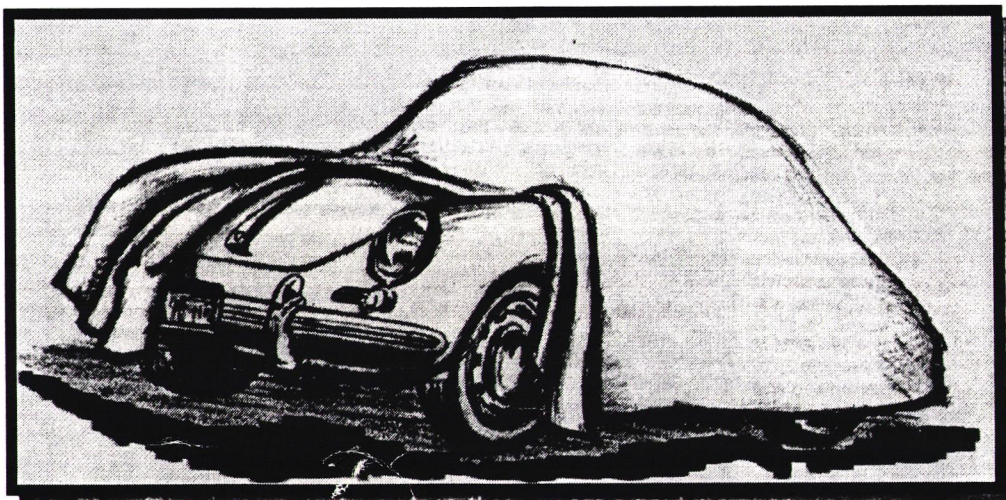
The 356 Motor Cities Gruppe is now incorporated and will be applying for non-profit status. Through the efforts of Gerald Van Vliet the proposed bylaws have been drafted, and will be published in the next newsletter along with a slate of officers for club members approval. Dave Peterson has received 1994 membership dues from 67 enthusiasts out of the 110 registered last year.

Be advised that this will be your last issue of the newsletter unless you are a paid member.

I expect delivery of our grille badges in mid-April, with a lapel pin to follow. The first hundred badges will be numbered and dated - could become a collectors item.

I look forward to see each of you at an upcoming event.

Fred Sheill
(313) 561-8186



SOUND YOUR HORN...

On March 12, 1994 I attended a meeting of COVAM Council of Vehicle Associations of Michigan). COVAM is a Michigan based group formed approximately 15 months ago and i affiliated with COVA, a national group. Mark Warden, the president of the national group, drove to Lansing from Chicago to attend as guest speaker.

Topics of discussion varied from the group's concern of future pollution standards and their effect on vintage autos, to how COVAM might influence future legislation so that our views and needs are accurately represented. We discussed some of the existing laws and ordinances that although written with good intentions are ambiguous and therefore open to a wide range of interpretation.

One example was a COVAM member's firsthand knowledge of a local Michigan township ordinance that stated any vehicle not in running condition could be impounded. Supposedly this car was in a garage in the process of restoration and the motor was apart. The man had to hire legal counsel to stop the impound. Also discussed was the taxing of vehicles with a personal property tax based on the value of the vehicle. It was stated that several counties in Arizona and Georgia have this in effect.

Extreme examples?? Maybe they are but I believe the concept of a "watch dog" group could be beneficial. COVA(M) is dedicated to protecting the interests of folks like us that love our Porsches and want to continue to drive them whenever we want. Having a lobbyist group in our corner is probably not a bad idea and may deserve our support.

Barb Skimants

An Important Message From COVA The Council of Vehicle Associations 10400 Roberts Rd., Palos Hills, IL 60465

If you are a vintage auto enthusiast. Your interests are under attack by federal, state and local governments. Legislators at all levels of government have targeted vintage motor vehicles as an environmental threat and a public nuisance and are taking steps now to eliminate them. If allowed to continue, we could see:

A federally mandated mass destruction of many thousands of restorable old cars and a treasure in valuable parts.

Punitive taxation by state legislatures, making it economically prohibitive to own your collectible vehicle.

City zoning and land-use ordinances that restrict your right to keep and restore your classic vehicle on your own property.

Taken together, these steps can mean the end of the auto restoration hobby unless we unite and act at once. The Federal Government already demonstrated its intent to eliminate old cars from use. EPA regulations now being issued to the states for compliance with the Clean Air Act of 1990 will include emissions testing requirements for older vehicles and provisions for "scrappage" programs to encourage their removal from use and destruction. Other plans include a "cash for clunkers" program by which companies could destroy old cars as a trade off against their industrial emissions.



In the last Congress, bills introduced in both houses would have provided an attractive rebate to any new-car buyer whose pre-1980 vehicle was traded in and destroyed. Other measures would have directed the Secretary of Energy to assist the states in setting up programs to encourage the destruction of older vehicles. The legislatures of several states, meanwhile, are considering--and in some cases have already enacted changes to property tax and registration laws that would drastically increase state fees on older vehicles. One proposal in California would have increased that cost from around \$25 per year to over \$4,000. Even local communities are involved, with ordinances that restrict the number of cars a citizen can keep at his or her residence. Others are prohibiting vehicle restoration and maintenance in residential areas.

What it means to you...

If you're an auto hobbyist it means government incentives will create a trend among the general public toward destroying vintage autos rather than selling them. That means fewer original cars to restore, higher prices for the few that remain and dwindling resources for original parts. That

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Denny Zamler, 27864 Gettysburg, Farmington Hills, MI 48331 (810)553-2331



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