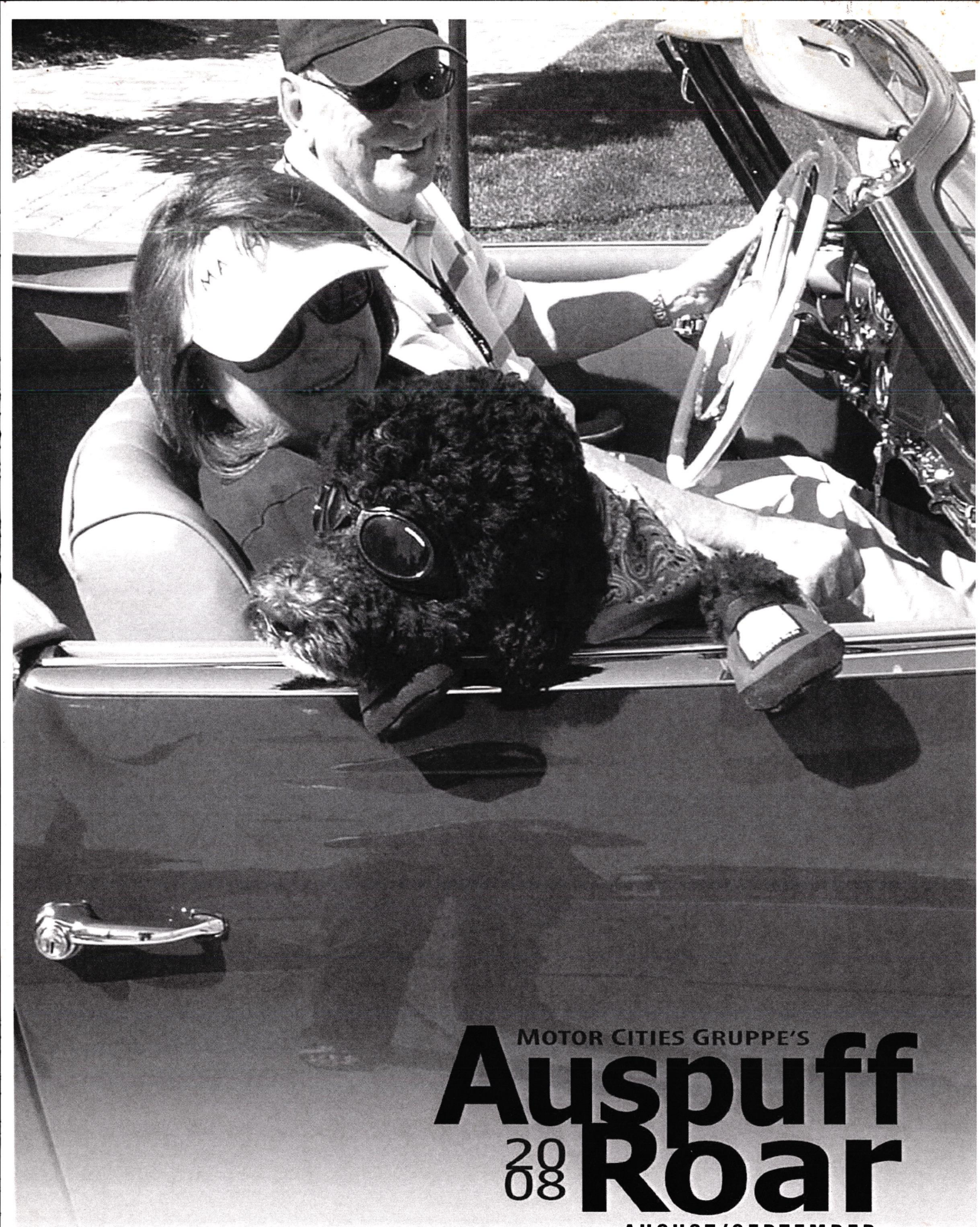


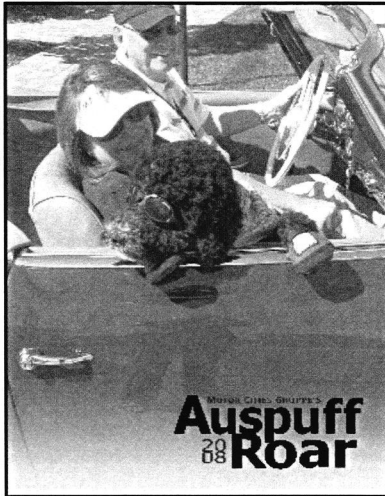


MOTOR CITIES GRUPPE'S

Auspuff 2008 Roar

AUGUST/SEPTEMBER

ON THE COVER



Everyone loves a ride in a 356

Photo by Teri Hudson

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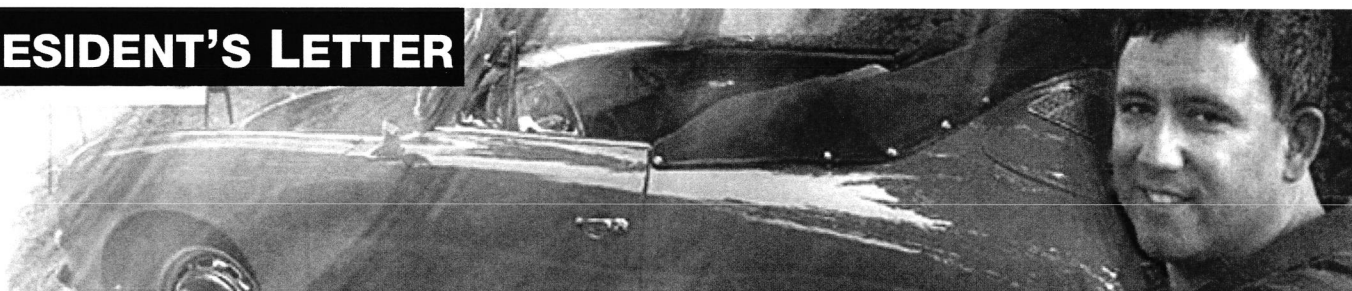
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PRESIDENT'S LETTER



As you read this, we have just completed the Alden Sports Car show in Alden, MI. A nice contingent of Gruppe members was scheduled to attend, as Porsche was the featured Marque. Look for an article in an upcoming issue. Also, the Summer Picnic was held at the Dunham's in July and what a great time we all had. It was terrific to see the "Old Guard" there as well as many new faces; the turnout was great and the weather perfect. Look for the write up on page 6.

After the picnic, your Board met to discuss investing some of the club's funds in a certificate of deposit. Our current balance is just under \$36,000, which guarantees the solvency of the club for many years to come. Rather than just letting the money sit in a checking account, your Board members voted to invest \$20,000 in a 1 year CD. That accomplishes two things: 1) it leaves the club with plenty of cash to operate with for the next year, and 2) it is a significant enough number that the interest earned will be worth the investment. If you have any questions regarding this,

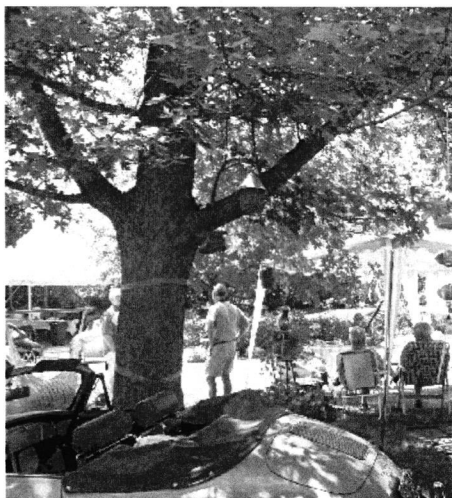
do not hesitate to contact any Board member. Please note that there was no charge to our members for this year's picnic and we are discussing future ways to give back to the membership in light of our financial strength.

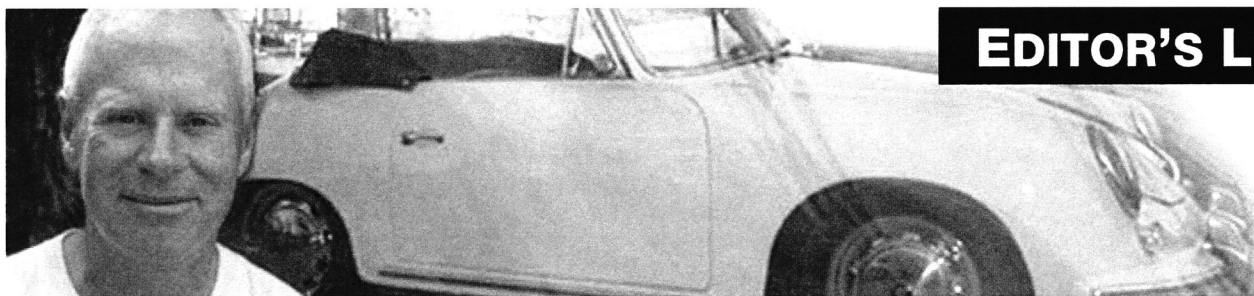
Now on to some history. The great Prof. Porsche began designing and developing aircraft engines in the early 1900's while working for Austro-Daimler. These engines were intended for non-rigid Parseval dirigibles, as opposed to the Zeppelins with their rigid framework. Porsche was quite active in the testing phase, going so far as tuning the engines himself. One test flight of the Austrian Parseval

nearly ended the brilliant career of the good Prof. quite prematurely. The Parseval was flying in a low lying cloudbank and was caught up in a gust of wind. A church tower protruding from a mountainside was directly in the path, and only the frantic action of the crew tossing ballast from the airship allowed them to miss the tower. The adventure, however, was not yet over. Too much ballast had been disposed of and when the dirigible got caught in yet another updraft, they quickly rose above the safe operating height, which led to the possibility of the balloon bursting. Just open the valve to release the gas into the atmosphere, and the airship will descend, right? Well, yes, if the valve was working properly, that would have been a great plan. Panic set in with the crew save for one individual, Ferdinand Porsche. He calmly and persistently worked on the valve until he was able to open it and enough gas was let out to allow the airship to land safely.

More history next time.

Sebastian





EDITOR'S LETTER

Hello Everyone -

As I write this column, our season has approached the half way point and what a great year we've had so far. I think back to January and our first Board Meeting in 2008, when we were all huddled up in one of Neil's conference rooms trying to escape the horrid January weather, as we planned out the calendar for this year. Things have fallen into place very nicely.

All of you have helped me put together the Auspuff Roar and so far I think we've all done a great job – it's been fun and thanks to Dan Christie and Peter Stuyck, each edition looks great. All of us appreciate your compliments very much. Our Club is in great financial shape thanks to the success of Dave Peterson and his team from last year's ECH. Besides being our new President, Sebastian organized a really fun Spring Tour – a great trip to start the year. Some of us went up to Bay Harbor in June and once again they rolled out the welcome mat – thanks in large part to Tom Gale, a MCGer who lives in Bay Harbor. In this issue, you'll be reading two different and fun perspectives on this year's Bay Harbor event.

We just finished having a wonderful picnic at Ted and Lanita's lovely house – what a great setting. So,

it's been a great first half of the year, with more great things to come!

Just as you are receiving this issue, the Alden Car Show event will be underway on August 8-10th – Dick Beecher and Bill Hallendal have been planning this event – and I think it will be a doozy with those two in charge. And, many of you may be taking off for the 2008 ECH in Pennsylvania or making the trip to Watkins Glen.

Following those events will be our Fall Color Tour on Saturday, October 4th. Mark your calendars for that event being hosted by Tom and Teri Hudson. The details are in this issue and on our website.

Speaking of the website, many of you continue to visit, so we know it's of great interest to our members. Don't hesitate to contact Tom Hudson (hudson@chartermi.net) if you want a picture of your car updated or added.

Finally, in this issue you'll see the nomination form for the upcoming election for the two open seats for next year's Board. There are instructions to nominate yourself. We strongly encourage you to consider running for the Board. I can tell you it's fun, feels good to contribute, and doesn't take much time. We really can use fresh blood and new ideas. Please consider it.

As a side note, you will recall Sebastian's column on tires from the last issue. I felt like the tires on my Cab were getting a little long in the tooth. They weren't worn out by any means, but they were about seven years old, so I thought better to be safe than sorry. A new set of tires is really pretty cheap insurance. After consulting, with Ted, Neil, Sebastian, Dick Beecher, and my priest, I bought a set of Kuhmos. They were embarrassingly cheap – perhaps the cheapest thing I have ever bought for a 356 – at least I can't remember anything cheaper. The best part is that I didn't screw up the car trying to install them – which, as Ted and Neil can tell you, often happens when I “try to do something” myself. But the point is that it's like driving a new car since I put those tires on. I can't believe it – the ride and handling are so much better. Wunderbar! They may not be the most correct tread pattern for a 356, but who cares! I know that to some of our real technical 356 giants, a new set of tires is pretty small potatoes, but to me it's like a new engine or something! Simple things for simple minds I guess. Continue to have a safe and great summer.

Dave Preston

Save the date!

Saturday, October 4, 2008 2008 MCG Fall Color Tour

Hosts: Tom & Teri Hudson

Arrival Time: 9:30 to 10:00AM



Rendezvous at the sprawling Hudson Lakeside Ranch in the Corunna, Michigan area (which is about 15-20 minutes west of Flint, off I-69) for a little morning eye opener of coffee and Danishes.

Depart the Hudson's Ranch at 10:30AM and take a 90 – 120 minute leisurely drive through rural mid-Michigan farmlands.

Our tour will end with lunch at Eddie O'Flynn's Restaurant on M-21 in Owosso. After lunch there are many other area places to see and visit at your own pace.

- Visit Curwood Castle - an authentic castle in Owosso
- Visit the Shiawassee Arts Center (near Curwood Castle) for art on display and for sale
- Visit the Steam Railroading Institute in Owosso
- See the beautiful historic homes of Owosso, including the birthplace of Thomas E Dewey
- Walk along the river
- Check out the antique store/mall in Downtown Owosso
- Grab a cup of coffee or a good book at the Book Mark Book store--it's cute and comfy

On your way back east on M 21-stop at the Corn Maze in Vernon, MI. (this is supposed to be pretty fun—they've been doing it for years)

Maps will be provided to get you to the Hudson Ranch, of the tour route itself and to help you get home!

All plans are not totally finalized as yet, but for now, please "Save the Date" and we'll get more details out to everyone as soon as we can.

Thanks,
Tom & Teri Hudson

356 Motor Cities Gruppe

2008 Picnic



by Dave Preston

A Great, Big MCG Thanks to Ted & Lanita Dunham!!!

All of us who attended this year's 356 Motor Cities Gruppe Picnic want to thank Ted and Lanita Dunham for hosting such an outstanding Club Picnic this past month.

It's really a lot of work to put on this event each year. Typically, a lot of time is spent "fixing up the house" and then making all of the arrangements. This year was no exception. Every detail was thought of and in order.

Besides great food, the Dunhams ordered up perhaps the best summer weather of the year to date. Ted and Neil helped some of the guests with a few quick repairs and we spent the rest of day enjoying each other's

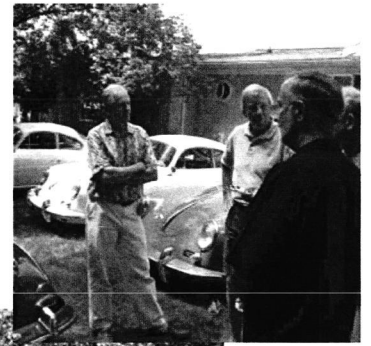
company and eating way too much fabulous food. This year's attendance was impressive. I don't have an exact count, but I'm pretty certain that we had in excess of 75 people that attended. So, thanks to everyone who came out to spend the day with us.

Did I mention the cars - wow! We had almost three dozen wonderful 356s in attendance along with about six 911s, a 914, a very special 904 and Lane Mally's exciting Carrera. I felt like I was

back at the 2007 ECH! What a stable of impressive cars. Let's do this again! Plans are already underway for next year's picnic!

Thanks again Ted and Lanita - we're all grateful for a wonderful day.





Bay Harbor WEEKEND

by Dick Wright

Time to panic... It's mid-week before the long awaited Bay Harbor Concours. I check the website to make sure the event will be there when we arrive. Alas, the cotton-pickin' website is gone! Not good. The Wrights always have a busy summer schedule and this weekend was set aside way last winter. I re-check the website... still gone.

I remember a member listing in the last issue of Auspuff Roar and check that. Sure enough, there's one fellow whose address is in Bay Harbor and who has an email. I send a plea for help.

Shortly thereafter I receive a call from the Bay Harbor resident, a nice man named Tom Gale. He assured me that the event was still on. It seems that both the name and the website had been changed to "Bay Harbor Festival". Tom gave me the phone number of a young lady named Sandy, who was in charge of this sort of thing. I thank him for his help. I call Sandy. Blood pressure restored to normal... trip on. Friday mid-day finds us heading north in our old Porsche driver. From Clare we take Highway-127

and I-75 all the way to Wolverine, MI and County Road C-58 from Wolverine to Petoskey. This road is a smooth and twisty country two-lane, much better than the most often used route from I-75.

Contrary to my computer's dire predictions, the weather is perfect, sixty-five degrees and sunny. I can't help but smile and wax lyrical. "Gloria, a road like this... a day like this... I think this must be what Dr. Porsche had in mind when he made this car."

"Richard, you wanna slow down a little?"

The Bay Harbor area is just west of Petoskey on US-31 south.

**Arriving on trailers
are many beautifully
refinished wood boats
and old cars that are
just too well done
to be exposed to
the hazards of the road.**

We park and wander down to the harbor. On a small, grassy park right at the harbor sit several exotic cars that were, I found out later, brought in by a dealer. We walk over for a closer look.

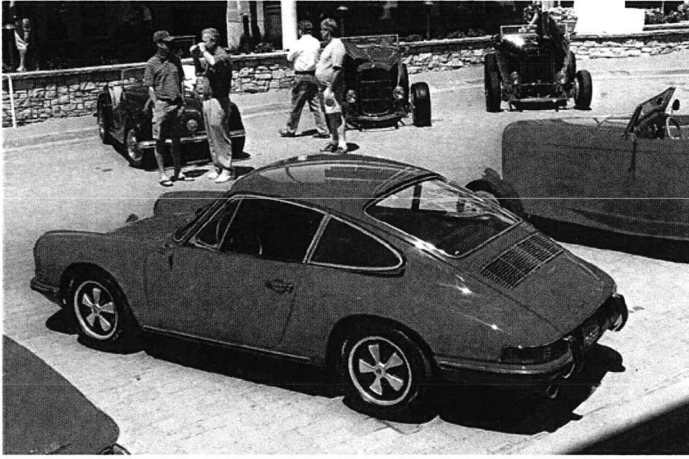
My "Child Bride" has little car show experience... "Gloria, we ain't in the market for no more cars. And they don't give test drives here." Silence.

"Also, some of these folks are kinda picky... no kicking tires." "Oh."

It's mid-afternoon and show cars and boats keep coming. Arriving on trailers are many beautifully refinished wood boats and old cars that are just too well done to be exposed to the hazards of the road. We examine the exotic cars and the new arrivals. This is the fix I have needed for a while. There are practically no sports cars or sports car people where we live.

Eventually, we find a table at the indoor/outdoor bar & restaurant that is immediately adjacent to the harbor. We sit in the shade, order drinks and just take in the scene. This is a nice place, a world far removed from the Northern forest in

Our insurance guy's beautifully restored 911.



which we live.

A Mercedes 190SL is off-loaded from its trailer and parked nearby. I walk over for a look. The car is a lovely blue with a tan leather interior. The owner is busy squirting and polishing. He's friendly and answers questions.

We wander through the small downtown area checking out shop windows and the cars and boats that

enough. We arrive just as the show cars are driven through town, each one and its driver identified by the announcer. There are beautifully redone American classics, British sports cars, a few hot rods and muscle cars and a number of Porsches. Most glide slowly and silently thru the downtown but I am particularly taken by a certain noisy little 356

just keep coming. Finally, it's time to head out to the Odawa Casino & Hotel in Petoskey where we will spend the night.

Again, despite a gloomy forecast, the next morning is sunny and exactly warm

coupe done in silver with red racing stripes. Its deep roar belies the diminutive size of the car.

The parade over, we walk around the show. I head for McKeel Hagerty's red 911, made famous recently by an article in Sports Car Market magazine. The car seems to be perfect. A friendly young man, obviously from Hagerty's, comes over and asks, "Can I help you?" I mention giving me the keys for a bit after the show.

"Why not, it's just a car."

"Actually, it's not. It's more like a religion."

Glorya wanders off in search of a 57 Chevy, ice cream and whatever... I stay and carefully pour over the 356's.

To me these cars are the ultimate proof of Dr. Porsche's genius. They are small and efficient and are



Tom Gale's 356 racer. I really liked this little car.

Tom Hudson's 356C in perfect Porsche colors.



The editor's pale yellow cabriolet. In background Jerry Evan's like-new '63 split window coupe.



wrapped in a lovely body, the style of which will forever be elegant. Yet, there's plenty of room inside for an XXL person and luggage. In the five years that I've been following the market, they have also proved to be excellent investments. Best of all they are fun, fun, fun to drive.

I spend some time by the noisy little 356A racer which was identified as belonging to Tom Gale. I smile, imagining the fun it must be to drive this car. I love it. I look and look. I don't want to interrupt the fellows standing there but can't resist, "Does it have the twin cam engine?"

One of them answers, (I'm guessing it was Mr. Gale.) "No. Actually, this engine has more horsepower than the twin cam."

"You can actually drive it then?"

"Yes, we drive it."

There's a bright blue 356A Speedster that is very valuable nowadays. It looks like fun but I doubt if my phatte butte would fit in that seat.

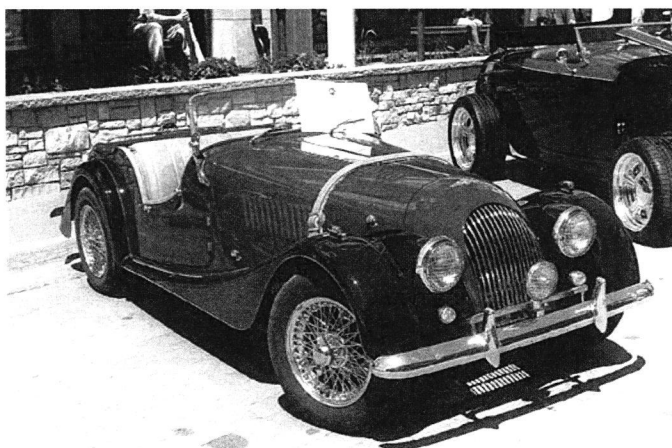
I like Tom Hudson's 356 coupe. It is, to me, the perfect driver's 356, especially if one lives in Michigan, and in the perfect Porsche colors (silver out, red in). I just read a recent article about the deck lid.

Dave Preston's 356C cabriolet is elegant in pale yellow with a dark green interior. It's parked next to my old buddy, Jerry Evan's, strikingly new '63 split-window coupe.

Glorya comes back with a free bag from Hagerty's. She says they were concerned that we were happy with their service. She assured them that we were delighted. Could they do anything for us? Glorya said her husband would kinda like the keys



The bright blue Speedster. Worth a ton nowadays.



The writer loved this Morgan. So what if it makes you walk home part of the time?

to McKeel's 911.

They couldn't do that. The Wrights are currently in need of a fishing boat. Mrs. Wright decides that the big boat anchored in the harbor would be just about right (It was a very, very big boat).

"Honey, we can't afford to even fill that thing up with fuel. You think our old Benz eats gas... I mean, you ain't seen nothin'..."

I'm drawn to the English cars parked across the street from the Porsches. The E Jags are lovely with bodies that were amongst the most beautiful ever penned by mortal man. But, most especially, I like the old Morgan. It seems the very essence of British sportscardom. The

ride would be terrible, you would get wet when it rained. The thing has a wood frame. It is probably juicified by none other than their beloved Prince of Darkness. I absolutely love it, just sitting there in its British Racing Green, black fenders, tan leather interior, shiny wire wheels and padded leather strap over the bonnet... it is wonderful.

Mrs. Wright shows up again, excited. Some guy is driving his Amphicar into the bay. I gotta come look.

"My love, that thing is a bad car and a terrible boat. Watch him carefully, he won't take it any farther from shore than he can swim, trust me."

Awards are handed out, making

some people happy.

The weather has held with sunshine and perfect temperatures. Alas, old bodies get tired. Eventually, reluctantly we take our leave. We'll be back next year and we will do what's necessary to make the Alden Brit car show this August.

"No, Glorya, I know you'd look good in it, but depend on this... he's not going to let you test drive the Veyron."

That night it finally rained pretty good in Petoskey. The next morning was, again, warm and sunny.

Dick Wright
Clare, MI
MGC member



A really nice and pretty 190SL.

Mrs. Wright, just barely visible behind the Bentley, checking out the boat she thinks we need.



\$1.8 mil, 16 cylinders,
four turbos, 250+ mph.
No test drives.



A Car Girl's View of Bay Harbor

by Teri Hudson

First of all—I'm a "car guy", but I'm also a girl (okay—I know I'm not exactly a "girl" anymore, but bear with me), so don't cringe when I use words like "cute" and "pretty" when I describe cars. I know what I like, but sometimes the make and model of a particular vehicle elude me. It was green and cute and I have no clue what was under the hood, so don't ask me. Not that I haven't spent time under the hood of the Hudson 356. You see, occasion-

ally I get asked to assist because "I have small hands" which means I can get to a cable or a nut that my spouse is challenged by. Also, I've done my fair share of applying sound deadener, POR-15 (a paint-on rust inhibitor that's not for the faint of heart as it is practically PERMANENT) and various other automotive tasks for several of our toys over the years. Anyway, part of loving cars is taking part in car-oriented events. The following is my story about this year's

Bay Harbor Vintage Car and Boat Festival.

Bay Harbor, MI sits on the shore of Lake Michigan, a blink or two west of Petoskey. It has lots of terrific attributes, like a phenomenal location, beautiful homes, fancy shops, the Yacht Club and good restaurants. The rich and famous understandably go there to play. And while all those things are wonderful, the real draw for hubby Tom and me is the annual Car and Boat Festival. If you're a "car

guy", any venue that pulls together great cars is THE place to be. In this case, an added bonus is lots of great boats to look at as well!

Two years ago, the MCG made a mass pilgrimage to Bay Harbor with all our pretty 356's, and had an awesome time. It was, as always, great fun to hang out with the club folks, enjoy the great cars and good times. Last year, due to other commitments, Tom and I were not able to make it. But early in 2008 we decided to be there this year, and what a great time we had!

Our adventure began on a cool, rainy Thursday morning when we tagged Dave Preston at Freeway Fritz's at exit 144, off I-75. Our mini caravan moved out from there with a stop at Higgins Lake to enjoy the company and hospitality of Dick Beecher for a leisurely lunch and very nice visit. After leaving that beautiful location, we moved on toward Bay Harbor. It was still cool and cloudy, but the weather was beginning to look more promising.

We hit Bay Harbor around three o'clock Thursday afternoon. Not much to do that first day - we kind of had the town to ourselves, so to speak. We wandered around checking out a few early arrivals, like a Ferrari, a Bugatti, a Ford GT (coolness), and my personal favorite, the little red Sunbeam that was actually used in the new Get

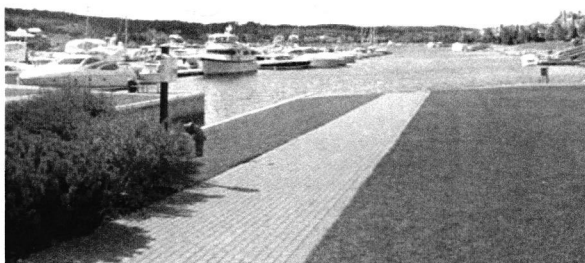
*It was, as always, great fun to hang out
with the club folks, enjoy the great cars
and good times.*

Smart movie - VERY "cute". Then we wandered down to the docks to check out the early boat arrivals and things just got better. And I learned something new about myself - that I like wood and brass much better than fiberglass.

One of the highlights of this venture down the docks was seeing the Canim, a gorgeous, 96 foot yacht that was carefully being tended to by her two captains, Luther Hall and Debbie Dent. They were hard at work, but still took the time to tell us a bit about the Canim's history. It was built in 1930 in Seattle. It has had several owners, including the wife of Buster Keaton. It has also been

chartered by celebrities, including Julie Andrews. Honestly though, what stood out for me was the beauty of the Canim herself, and the dedication and enthusiasm of her captains. The Canim has her own website - <http://www.canim-yacht.com>, which I recommend. Clearly-I fell in love with her.

It was a real treat to see some of the Chris Craft boats that were already there. Boat lover or not, you had to appreciate the gorgeous gleaming wood and styling details of these amazing boats. There was the Sugar Loaf, a cute little boat with white and turquoise upholstery that looked terrific with the rich golden wood. There was the Baby Face Nelson, whose long oval shape resembled a cigar or submarine. There didn't appear to be sharp edge on it. It looked like it would just roll over in the water at a touch. And again - all of that gorgeous wood - warm and rich in the sunlight. Amazing!! We saw the Desperado, the Nearly Firewood (A successful restoration), and



*Each car is announced as you drive past
the announcer and everyone can oooh and
ahhh at the cars they like the best.*

the Harbor Belle. Each one was a treasure in itself.

By the way, if you haven't looked yet, you need to go immediately (do not pass go, do not collect \$200) to the Gruppe website, <http://www.356mcg.com/> and click on Past Events Highlights > 2008 Bay Harbor Vintage Car & Boat Festival and check out the photos. Do it now – refill your coffee cup, sit back and enjoy the pictures. I

guarantee you will want to go next year!!

After a bit more window shopping at the docks, we decided to head toward lodgings and dinner.

About ten minutes south of Petoskey, (15 minutes from Bay Harbor) is the town of Walloon Lake and the Walloon Lake Inn. The Inn is a quaint little bed and breakfast with an excellent restaurant and a great view of Walloon Lake itself.

Owner David Beier is also the chef. After an excellent meal at the restaurant, where we enjoyed a terrific view of Walloon Lake, we retired to the upstairs sitting room for a bit more chat, and then off to bed in our cozy rooms right next to the sitting room.

While Thursday had started cool and cloudy, Friday dawned gorgeously. The weather changed and we had two perfect days of sunshine for the event. Only on the trip home did we run into rain. (It was pretty intense for a while - we realized at one point that we might be seeing some hail which is an alarming event when you are driving your 356!!)

We met in Bay Harbor on Friday morning to queue up for the Classic Car Tour around the north western end of Walloon Lake





to Boyne Falls, where our final destination was Great Lakes Motor Works in Boyne City, an awesome custom and restorations shop owned by Mike Stowe. We had a terrific catered lunch and toured the shop. Great Lakes is chock full of some amazing cars, lots of automotive memorabilia, and is also home to Classic Instruments - if you're looking for some gauges for your vehicle. Mike also owns an Amphicar, which made its appearance on Saturday at Bay Harbor. More about that later.

After soaking in all we could at Great Lakes Motor Works (which is another must see place in an area full of them) we headed back to the Inn for a break and a stroll down the shore of Walloon Lake. We took a remarkable public path that literally had us walking under people's decks and next to their porches. This is a nice walk that is easier in some areas than others. You get a great view of the lake and also cozy cottages and elaborate "mansions". The lay of the

land required some homeowners to build trolley tracks that went way up hill to their garages. The only way to get from the garage to the house was to take the trolley-a fact that amazed us. I'd recommend this walk, but the terrain can be tricky and not every one picks up their dogs droppings (no need to tell THAT story).

Later that afternoon, we returned to Bay Harbor for the Dream Cruise. This time, most of the show participants were there, so it was a busy, noisy happy place. The featured car for 2008 was the Thomas Flyer (100 years old!) and there was a reenactment of the famous Great Race from New York to Paris. Music, food, people and cars - a good time had by all. If you need a break from looking at cars and boats (not that we do), you can grab a bite to eat, a cup of coffee, an ice cream cone, or shop in some of the neat little shops along Main Street Bay Harbor.

Saturday Morning we met bright and early in Bay Harbor to

get our numbered position in line. The organizers of the event line the cars up (by year) and we drive into the downtown area to park for the event and show.

Each car is announced as you drive past the announcer and everyone can ooooo and ahhh at the cars they like the best. During this process, we also detailed

our vehicles and took advantage of the excellent donuts provided for the participants by Hagerty Insurance until it was time to line up. Happily, Dick Beecher joined us for the day and rode with Dave Preston in the line up. This year's line up was well organized. While we waited to drive into town, we were parked along all the streets of the small community of lovely homes in Bay Harbor. Two years ago, we waited in one long line with our engines running the whole time, inching forward, not always a desirable state for vintage cars. This year, we could remain parked until our street had to join the line up - much nicer for all. Kudos to the organizers for this detail!

Again, I'm not an expert on cars but I know what I like. Of course I love our 356's, and it was terrific to see our '63 B coupe, Tom Gale's exciting Coupe, Dave Preston's cab, Dave Hinz's cab and more 356s all lined up on Main Street in Bay Harbor on that

gorgeous sunny Saturday. We had a nice little group of MCG members. But there were also lots of other amazing vehicles to enjoy from every era. I'm a big fan of Chevy Nomad wagons from the 50's. There was this one shiny black Nomad....oh boy!

There was a terrific old "Woody" with a matching vintage teardrop trailer. Being a huge dog lover, I met Raffles, the Portuguese Water Dog, who allowed his owners to ride in his vintage convertible car. Raffles, being a car lover and responsible car rider, had special booties he wore to protect the upholstery and also goggles to protect his eyes. What a charmer! I don't know what the car was-but it was very pretty. Note that I got the details on the dog, though.

There were several Amphicars, including Mike Stowe's. They are cute as buttons and were a big hit! Bay Harbor staged a "splash-in" where the Amphicars drove down the boat launch and into the harbor. Most of the Amphicars splashed in more than once-taking various passengers, especially kids, for a ride on land and sea. It was a definite highlight for all. It's a bit freaky the first time you see one hit the water.



By Saturday, the collection of amazing boats had really increased. There was the Pilgrim, an enormous yacht built in the 1920s that now makes its home in Bay Harbor. There were more Chris Craft boats, more modern and vintage classics of every size and stripe. The docks were very crowded with boat aficionados, so I was grateful that I had a chance to enjoy the boats a day or so earlier.

Awards were given around two pm and, while our crew didn't take any home this time, we still enjoyed seeing the award winning vehicles and their happy owners. The whole event was absolutely a blast!!

As awards were being given out, we could see the far in the distance that clouds were creeping up, so we began to make our plans for departure. As mentioned before - we did see some rain on the journey home. But the event itself was rain-free.

We had another mini caravan for the trip home, the Hudsons, Dave Preston, and the hot blue Corvette of Dick Beecher. Dick peeled off at Higgins Lake, and we left Dave heading south on I-75 just south of Birch Run. We got home in time to grab our dogs, Duke and Tux, from the kennel and spend a quiet Saturday night chilling out and looking the pictures from the event. Each picture vividly recalls the actual events for me and makes me wonder how soon we can apply for next year. The Bay Harbor Vintage Car and Boat Show, like the upcoming Alden Classic Sports Car show, August 8-10, and the MCG Fall Color tour on October 4th, are great times, with great people, in great locations. These are easy drives and must-do events if you are a "car guy" (or gal) and you like "cute" cars.

XX-MILLE MIGLIA 1953

Neue Streckenrekorde in beiden Klassen

1300 ccm Seriensportwagen

1. v. Hoesch/Engel, Deutschland, 114,730 km/h
2. Polensky/Thirion, Deutschland-Belgien
3. Friedrichs/Graf Kesselstatt, Deutschland
4. Vianden/Skersies, Deutschland
5. Brons/Stickney, USA

1500 ccm Seriensportwagen

1. Hermann/Bauer, Deutschland, 118 km/h
2. Schulthess/Kaiser, Schweiz
3. Mantovani/Schlieper, Italien-Deutschland



PORSCHE

Dear Porsche Man:

Volume 1, Number 2

Dear Porsche Man:

What's the difference between American (U.S.) SAE oil and Canadian SAE oil?

Signed: Curious Canadian

Dear Curious Canadian:

Ah-ha!! You thought you'd try to fool old Porsche Man, huh? I'm not about to fall for that one, because there IS a difference. U.S. oil comes from places like Pennsylvania, Texas, etc., and you pour it into the crankcase through the oil filler opening.

Canadian oil mainly comes from the Western Provinces, and besides paying more for it, you pour it into the crankcase just like U.S. oil. However, as any Canadian will tell you, while a Canadian oil can completely drains, place your ear up close to the spout and you'll hear it release trapped air with a murmur that distinctly sounds like: "EH!"

Dear Porsche Man:

What's the fastest I can restore my 356, if I get help from my friends and Neil and Ted and all the "Breakfast Club" guys?

Signed: Gotta Get It Done

Dear Gotta:

This might help you put things into perspective...

High school graduation and prom season are now over and this brings me to a story and tech tip for the driving season: When caravanning with other 356s, or any classic cars for that matter that have been recently restored, always, always drive at the end of the line.

My close friend's oldest daughter is Sally. (Names are changed to protect the innocent and totally clueless). It seems that Sally bothered her dad for quite a long time asking him to buy a "new & cool car" to drive Sally and her boyfriend to the senior prom. Well, since the economy was getting tighter, Sally's dad finally told her that he couldn't afford a new car just for her prom, but he hit on an idea to drag her grandfather's 1957 356A Cabriolet out of the

barn that was stored in Nebraska. So the next weekend he drove out there and on a marathon trip, picked up the car, put in on a trailer and drove back to Michigan.

Nice plan. The problem was that he had 6 months to complete a full restoration on the barn find. Sally's dad gathered up his brothers and, believe it or not, in one 3-day weekend they had that Cab. stripped of all its parts and all the parts placed in baggies and boxes labeled accordingly. They sent the engine and gearbox off to a local mechanic to "freshen them up", and actually the mechanicals became the easiest things to get done. As many of you know, bodywork can be time-consuming and exasperating.

Months dragged on and Sally's dad was actually able to get the bodywork and painting done with some of his friends' help. The car was fairly well preserved. Yet he couldn't get his brothers over as often as needed until about three weeks before the prom!! You guessed it - marathon sessions once again. This family works best under pressure, I guess.

They still had the upholstery and the reassembly to complete! Now it's always advisable to use the same person who wrote the labels to help take the pieces out of the bags and boxes so that you get everything back in its proper place. The brother that was in charge of the labeling wasn't the fastest or clearest writer and he was still on a fishing trip. Sally's dad and all the other brothers figured out most of the pieces just fine, but occasionally, they ran into a label like: "H. bracket" ...is that Horn or Heater bracket? Or "Rods" ...are those the rods for the wiper arms or for the carb linkages? Well, they did the best they could and sorted out most of critical pieces, but there were a few left over and they did have to use some wire and duct tape to quickly finish assembly on the last day.

The 1957 356 Cabriolet looked beautiful!! It shined up real nice and it actually ran well once they switched the wiper and carb "rods" around.

"Whew!! We're done!!" they announced.

Sally's dad threw on his best suit and wheeled the Porsche around to the front drive to pick up Sally and her date. Varooooom!! (This is where my tech tip comes in.....always drive at the end of the line.)

Good thing we stuck around to see them take off, 'cause when the 1st rear bumper guard fell off, one of the brothers grabbed his pickup while we jumped in the back. Next, one of the wipers dropped off. No matter, it's not raining. Then the other rear bumper guard dropped followed by the whole damn rear bumper! I suppose one of the brothers forgot to open the bag of nuts and washers marked "R. bumper".

Okay, not a major disaster. They were just about to the high school when one of the horns hit the curb, the license light was dangling and the two front wheels began to wobble. These kids had no clue this was all going on while they sat on the back jump seat smiling and laughing, but they were surprised when we pulled up behind them in the pickup with all the "leftovers".

Just goes to show you that if you want some parts for your 356, just drive at the end of the line.

PORSCHE MAN SUMMER TECH TIP:

For the Guys: Don't be fooled by your girlfriend or wife when she says she's ready to drive around "top down"...99 times out of 100, this means the top on your open 356!!

For the Ladies: Don't forget the sunscreen when you drive top down...either way!!

Extra Canadian Summer Tech Tip: How about a Labatt's Blue, eh?

Porsche Man Promises: "I will reply to all of your questions... that I want to."

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2009 Board Member Elections

As we mentioned in the last Auspuff Roar, 356 Motor Cities Gruppe will elect two new Board Members for 2009. The positions of Barbara Skirmants and Dave Preston are expiring, and we encourage any Club member to consider running for the 2009 Board. It's really not a big time commitment and, as we often say, we'd love to have new people and fresh ideas!

The two new positions are for two year terms.

To nominate yourself, send us a very brief introduction statement. Don't worry about being fancy or lengthy - just a few words about yourself and why you want to run.

The details:

- Typed and handwritten nominations are accepted.
- Submit by email or US Mail.
- This form is available electronically – email Dave Preston for a copy.
- Please contact Dave Preston or any Board Member if you have any questions.
- All submissions should be directed to Dave Preston.
- Deadline for all nominations is September 20, 2008.
- Statements from all nominees will be in the October/November Auspuff Roar.
- Ballots will be sent to all 356MCG members in October.
- Election results will be announced at the Holiday Party.

Name: _____

Introduction and brief statement: _____

Remember, you'd be a great Board Member! Thanks.

Dave Preston, Trustee & Editor, 356 Motor Cities Gruppe
2853 Chancery Court, Rochester Hills, Michigan 48306
(248) 656-9671, Dmpreston2@comcast.net



ECH Merchandise Still Available!

For more information, contact:

Barbara Skirmants,
3359 Kings Mill Road,
North Branch MI 48461
skirmants@hughes.net
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fax 810-688-9091

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www.356mcg.com/Goodie_Store.html

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Event Lapel Pin..... \$5.00
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Windbreaker Jacket with
Event Logo \$40.00
Wine Glasses (set of 4) with
event logo \$35.00
Wine Bottle 750 ml, w/etched
& painted event logo \$75.00
356 MCG Car Badge \$35.00
356 MCG Patch..... \$5.00

MEMBER AND WEBSITE INFORMATION

The membership address list will be updated and mailed to all members with dues paid to the current date. Check your address label for the year to see if current.

Please send current dues to Barbara Skirmants, 3359 Kings Mill Road, North Branch, MI 48461. Dues are \$20.00 per year.

Send current email addresses to Barbara at
skirmants@hughes.net.

Please review our website, www.356mcg.com, regularly for current Gruppe information. Send any updated information, new pictures, calendar submissions, etc. to Tom Hudson at
Hudson@chartermi.net

Motor Cities Gruppe Membership Form

Join the Motor Cities Gruppe Club or Renew your Membership.
\$20 Per Year includes six (6) issues of Auspuff Roar and Email Announcements for events, etc.

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Card Type _____ Number _____

Exp Date _____

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

FOR SALE: Bursch exhaust system. US heater, BC model, Jet Hot coated. In new condition used less than 1000 mi. Cost new \$267 plus \$300 jet hot coating. Will be flexible on price. Call to discuss.

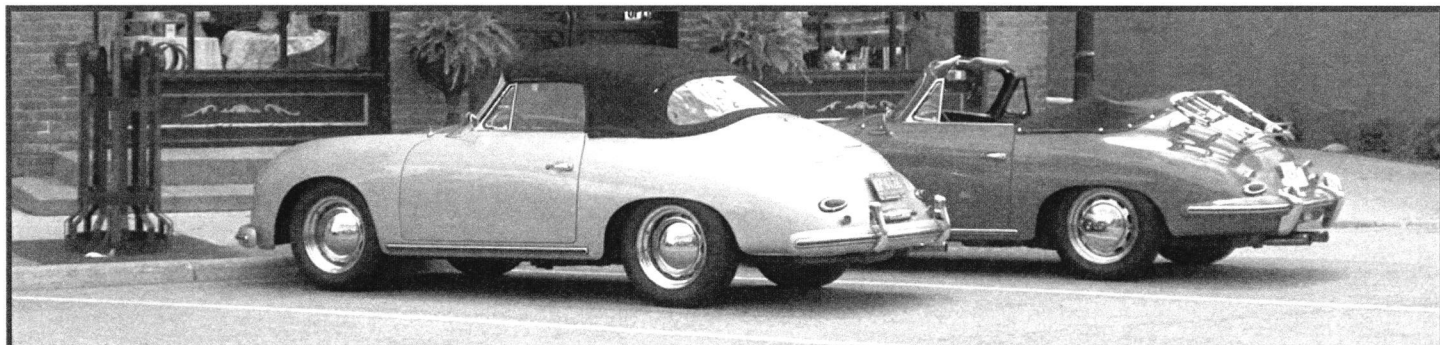
Dick Beecher 810-653-6599 call 810-223-4250

FOR SALE: 912/911 Parts. Steering Rack, "J" Pipes & Flapper Boxes, Heater Valves, 912 Engine Sheet Metal, Fan Housing, Door Latch, Door Panels (black), Horn Grille (RH), Tach, Speedo, Temperature Gauge, Fuel Gauge, Clock, Vent Box. All parts are in good to excellent condition. Buyer pays shipping. *Contact: Bill Hallandal, 7200 Power Drive, Bellaire, MI. 49615, (231) 377-9310, PCA# 1988126756, 356 Registry # 5102*

FOR SALE: 1989 Porsche 944 Coupe (WPOAA0942KN451489) Guards Red / Black Partial Leather Interior. Rare Automatic Transmission. Air-conditioning and alarm. Anti-lock brakes, power sunroof / with Saratoga top. Power: steering, brakes, windows, mirrors, seats and locks. Rear Wiper, cruise control. Alpine AM/FM Stereo with 6CD changer plus original radio. Car cover and bra. Stored in winters and driven by a nice lady who has owned the car for the past 10 years. Service records back to 1993. Excellent condition.

Please inquire with Bill Hallandal at (231) 377-9310

Auspuff classified ads are free. Please submit requests for classified ads to Dave Preston at dmpreston2@comcast.net.



Calendar of Upcoming Events

September 4 – 7.....**Watkins Glen SVRA Vintage Races**

September 4 – 7.....**East Coast Holiday** - Lancaster, PA

September 13.....**MCG Board Meeting**

10:00AM at Stuart Tool

Establish ballot for all 2009 candi-

dates

September 20.....**Drive your Porsche Day 2008**

Form a group and drive your 356!

October 4.....**Fall Color Tour**, Chairpersons:
Tom & Teri Hudson

November 6.....**MCG Board Meeting**

0:00AM at Stuart Tool

Initiate 2009 Election

December 6.....**Holiday Party** – Canterbury Village
(tentative date)

Motor Cities Gruppe
2853 Chancery Court
Rochester Hills, MI 48306



John Thomson
4600 W. Liberty Rd.
Ann Arbor, MI 48103

Member 200:

INSIDE THIS ISSUE

