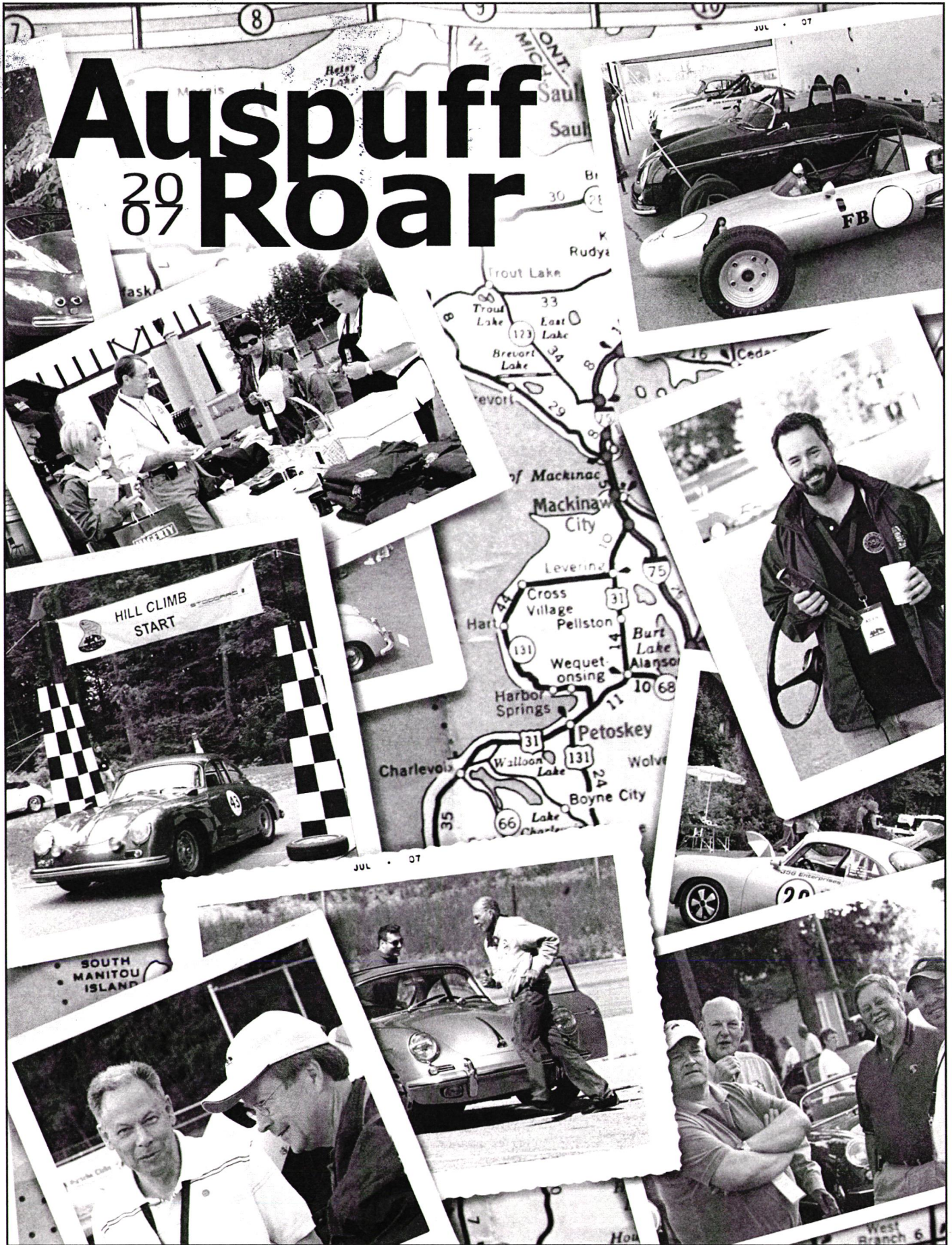




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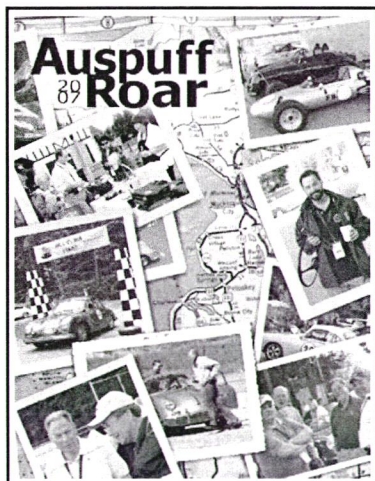


Photo collage from the 2007 East Coast Holiday by Dan Christie

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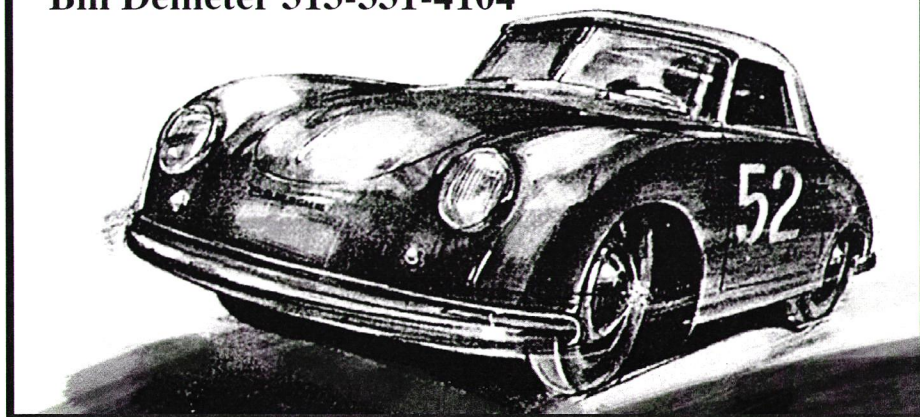
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ECH-POSTSCRIPT

I do not think I'll ever forget the serene beauty of the gorgeous multi-hued 356's lined up on the manicured bent grass lawn of the Boyne Highlands Lodge. The 2007 East Coast Holiday is now history and I don't think I'd be exaggerating to state that it was a historic event.

The thousands of man hours the individual committee members logged in preparation for this event was rewarded by the genuine heartfelt appreciation by Registry members who went out of their way to comment on the quality of the experience.

The wine tour participants marveled at the drive along the Lake shore. The Hill Climb drivers were invigorated by the challenge of the course. Great meals served by attentive staff. It was a WOW week.

Dave Peterson, event chair, created the theme of "remembering your first Porsche". It was early on Sunday morning when an older fellow broke out his photos of his car. I took a look at them. It was a Swiss cheese ivory affair left out in the rain for a very long time.

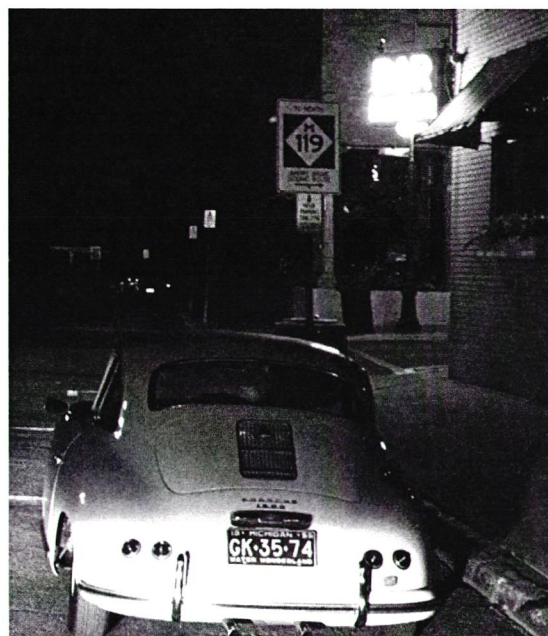
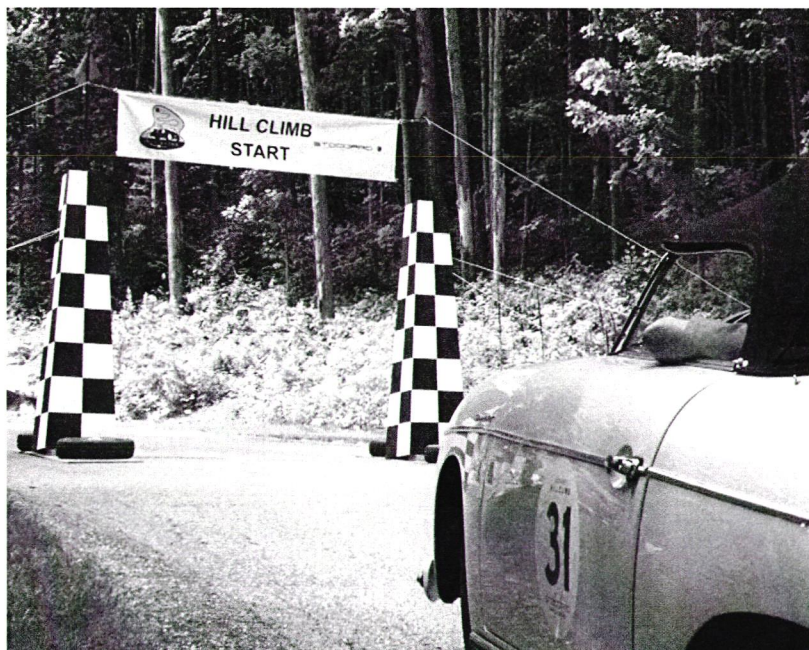
*The 2007 East Coast Holiday is now history
and I don't think I'd be exaggerating to state
that it was a historic event.*

There was no top. There was no shine. There was not much there to see. The ECH Holiday rekindled his desire to finally restore the car, damn the cost. His eyes narrowed a bit when he said to me, "I want to be able to roll out of my driveway in the new morning fog and feel the mist part as I motor along with my young bride in the passenger seat, just as it did that day that I brought the Speedster home. I want to experience that morning again and this event has confirmed my passion to do it."

Thomas Wolfe, the most autobiographical novelist wrote "that you can't go home again. Hundreds of devoted fans of the 356 tub proved him wrong at the 2007 ECH Holiday. We went back to the first drive. I had that special

moment as I followed well behind Bill Hallandal one evening speeding uphill in a procession of cars and saying to myself, Sir, this car really handles well for a forty three year old boat.

Please take a moment to thank the hard work of Dave Peterson, Barbara Skirmants, Dave Hinz, Dick Beecher, Dennis Denyer, Harry Kurrie, Dave Preston, Heath Hurlbert, Lanita and Ted Dunham, their spouses and the many volunteers who devoted two years of their live to make this event happen, sparkle and succeed. I thank you and I know the club thanks you.



2007 EAST COAST HOLIDAY THANK YOU

Well, the 2007 East Coast Holiday is history; but the memories linger on.

“The East Coast Holiday was THE BEST!! I really enjoyed the program and the location.”

We received over forty e-mails and written notes from attendees – not counting the praises appearing on 356 Talk.

“Prompts us to thank you and your team for a fine job putting together the BEST Holiday we ever attended.”

That should warm the hearts of all those who worked so hard and contributed so much to this wonderful event.

“I attended your event for only 2 1/2 days then flew to the Porsche Parade concours, then on to Dana Point for the west coast 356 concours of 500 cars. Your event was by far the best run, attended and had the best cars and we saw lots of 356's. Well done by your organization and group of volunteers!!”

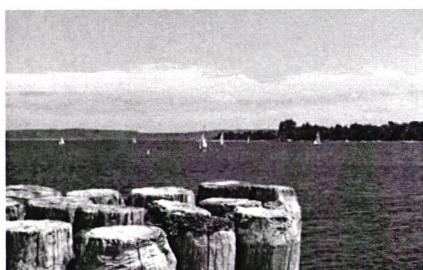
You volunteers worked the Registration Desk, the Goodie Store, the Hill Climb and the Gymkhana. You helped out in the Hospitality Suite, directed cars to the parking lot at Shepler's Ferry dock in Mackinaw City, and sent attendees in the right direction for the Wine Tour.

"You and the gang did a fantastic job!! We REALLY enjoyed it, and thought it brought out great people and great times. You and your team's hard work will long be remembered!!! Thank you so much!"

"Carol and I wish to thank you for the outstanding organization. You and your crew did a super job!!! In the past 30 years, we attended and organized many 356 events but yours was one of the BEST."

You greeted people and helped them find restaurants in town, showed them the neat roads and beautiful scenery of Northern Michigan. You were both 356 Motor Cities Gruppe ambassador and Michigan tourism booster.

"Three of us from Georgia came up to represent the Peach State although w/o our 356s. We rate your event among the BEST EVER! Thanks so much for your efforts and helping us to get to know a beautiful part of the U.S."





**And it takes special people to put on something special.
And many, many attendees echoed how special you made this event for them.**

“Just wanted to drop you an e-mail and let you know how much fun Mary & I had. You guys did a FANTASTIC job. Worth every one of the 3,500 miles plus we drove to get there. I’m afraid every Holiday from now on will be a let down. Please tell your crew that it was appreciated and that they put on something special!”

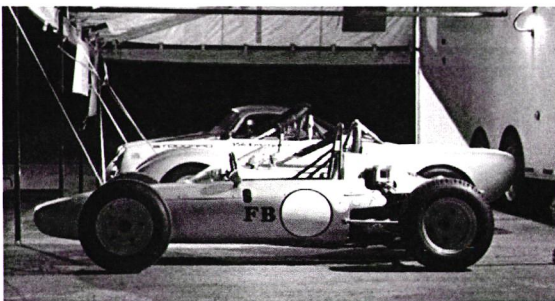
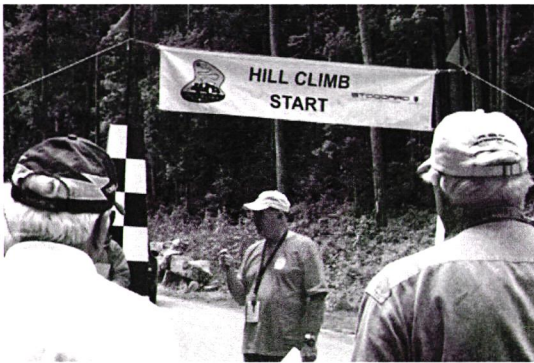
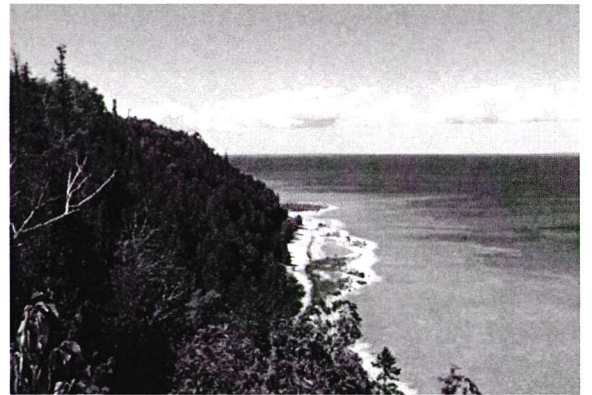
Sixty-five couples attended their very first Holiday at Harbor Springs. All seemed most pleased, and here’s what one 356 Registry member told us:

“Thanks so much for a great week. This was my first Holiday. I must say that it exceeded my expectations in every way. The location was perfect, and the facility was awesome. Kudos to all those who participated in planning, organization, and execution. The care and effort that went into the holiday were evident throughout the week. The results were nothing short of excellent.”

**The fun was the planning, organizing and executing this 2007 East Coast Holiday.
The bonus was what our guests told us about their experiences at Boyne Highlands.
And the icing on the cake is the fact that our 356 Motor Cities Gruppe treasury is over \$17,000 richer
as the result of merchandise sales at the Holiday Goodie Store.**

**For all of the things you did to make this 2007 East Coast Holiday a total success,
the Holiday Planning Team extends one great, big handshake to you.**

Thank you!!!





EDITOR'S LETTER

What a great party it was! The 2007 East Coast Holiday was a huge undertaking, but from all the comments and messages it was a huge success.

This issue is mostly a pictorial one. We feature some pictures and captions with emphasis on our Gruppe members at the Holiday. Dave Burton has written an article complete with pictures that appears in the current issue of 356 Registry, covering the details of the event.

Also in *Auspuff Roar*, an article by one of the most dedicated members I know, Dave Preston, provides his first time impressions of the Holiday. Gerald VanVliet realizes that maybe we are living in the wrong part of the state to enjoy our cars after his trip to the Holiday in his B coupe.

It has been a busy few months for me. As many of you may know I traded my Cabriolet with Dave Preston for his very nice 64 Coupe. We are both happy with the results of our transaction. It's great to see the Cab go to a good home.

Leading up to the trade I had listed the car on eBay. There probably is no better way to get exposure to sell a car. Having been in sales, service, and customer satisfaction for all of my work life I always believed that "the customer is always right". If you want

It has been a busy few months for me. As many of you may know I traded my Cabriolet with Dave Preston for his very nice 64 Coupe. We are both happy with the results of our transaction. It's great to see the Cab go to a good home.

to sell something, treat your customer in a friendly, non-confrontational manner, which is not easy sometimes.

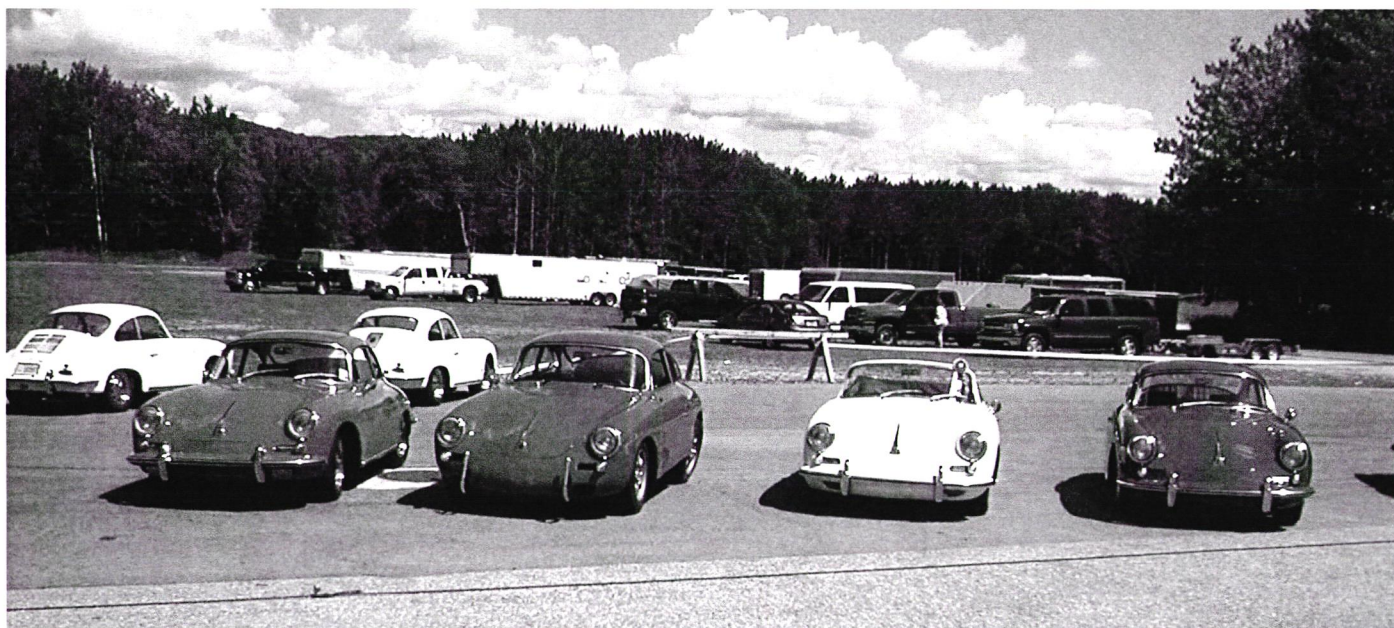
The contacts were interesting and at times frustrating. The first contact from a person in California resulted in numerous calls. I had fully disclosed all details of the car with about 15 pictures. I revealed non original color, parts that were non stock, etc. This party wanted an inspection and I advised him that anyone I knew would be a friend however well qualified and I would want the person to accurately describe the car. He then called Ted Dunham who provided his evaluation. The caller then got into price. Contrary to the spirit of an auction I finally disclosed my firm price. He did some more checking and said that his research indicated that the price was fair and would give me a call the next day. I went into Google and determined that he was in fact a business owner. His call the next day advised that he would not be

buying as he "didn't like yellow cars". Believe me the pictures clearly were yellow.

The next prospect was a person who has a vintage Porsche business and is regularly on "Talk". He proceeded to tell me all the things that were not original on the car, which I kind of knew as I had fully disclosed them in detail on the listing. He would have to repaint, change the upholstery, exhaust system, on and on. However, he offered a fairly substantial price. I declined his offer then he continued to tell me what he would have to do to make the car "as new". I finally politely told him that apparently this was not a good buy for him. Contacts from others advised me that the rear bumper guards were supposed to be on the front, the exhaust pipe came out the wrong side and did I know that Cabriolets did not come with leather top boots. Well, duh, I have only owned ten Porsches and was truly enlightened by their input. I didn't actually say that as "the customer is always right".

A treat for me was to have four of my past and present 356's at the Holiday.

We got a picture of all of them together with including my first, a C coupe.



Recently, I listed some chrome wheels and an exhaust system for sale on 356 Talk. I listed on "Talk" as I can't seem to get The Registry to accept my ad, probably something I'm doing wrong. It did advise one time something about enabling "cookies" however being a diabetic I try to avoid cookies.

I had advised that the wheels were "as new" having been used only 3,000 mi., purchased from a respected supplier and were real, date stamped Porsche wheels. I should know from observing "Talk" that there would be detailed questions. Are the centers painted and not shiny chrome? What exactly do the "logos" look like? How can one wheel be stamped 3/66 when 356's were only produced until 1965? Will you sell one wheel? Are the insides of the wheels chromed but not polished? And finally, why aren't they all the same date? Because if the were all the same date and original chrome I

would ask one million dollars for the set.

Come on guys lighten up! I know these cars are valuable but some people actually drive them and are not listing things for sale to provide a forum for "experts" to demonstrate their knowledge. I'm putting the wheels away until they are worth enough to fund my grandchildren's college education.

On the subject of 356 Talk, there is lots of great information provided by truly helpful participants providing a great service to the 356 enthusiast. However, subjects get beat to death with much of the input seemingly submitted to demonstrate one's great knowledge. As I said before, lighten up and enjoy. It was gratifying to see many 356 owners thoroughly enjoying themselves and their cars as they were intended at the 2007 Holiday.

A treat for me was to have four of my past and present 356's at the Holiday. We got a picture of all of

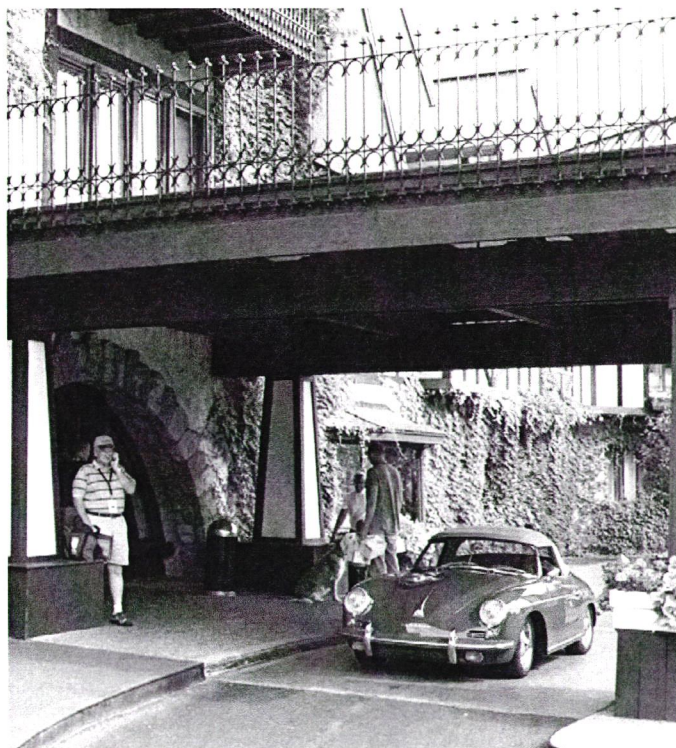
them together including my first, a C coupe now owned by Bill Demeter. The 65 SC Sunroof Coupe owned by Frank Camelo of Lafayette, Louisiana, won 7th place in the class in the Concours. The yellow Cabriolet now owned by Dave Preston won 3rd place in the open class. The forth in the picture is my current C Coupe (a GT/Carrera clone in progress). It was great to see them all there and especially to see them win some ribbons

I'm looking forward to the Picnic, my favorite annual event of the year. Hope to see many of you there.

Dick Beecher

‘07 ECH (*Goodwood in the Colonies*)

by Dave Burton



The Motor Cities Gruppe spent over two years planning the 2007 East Coast Holiday and it showed. The venue, planned events, tours, and sightseeing were world-class and the only problem was trying to fit them all in. Sure, the schedule worked out on paper but when you actually got to them, you wanted to slow down and savor each one and then share it with your friends. All that camaraderie took time and you just had to see what was around that next bend and all of a sudden, where'd all the time go? Don't get me wrong, Diane & I signed up for all of it and we were looking forward to doing each event but by the time the last tour appeared, we were plum tuckered and had to rest for a while. Lets see now, where did we run off course...

It started on Tuesday with check-in and registration at Boyne Highlands. The volunteers made sure that registration was a breeze and

double-checked to make sure everyone was entered in their preferred events while the Boyne staff could not have been more accommodating. That done, it was off to Hospitality and the Goodie Store to meet friends and stock up on all the souvenirs. Next, off to the room to unload and unpack and freshen up. Cocktails and dinner with friends filled out the first evening while we looked over the route instructions, maps and brochures for the next day's tour.

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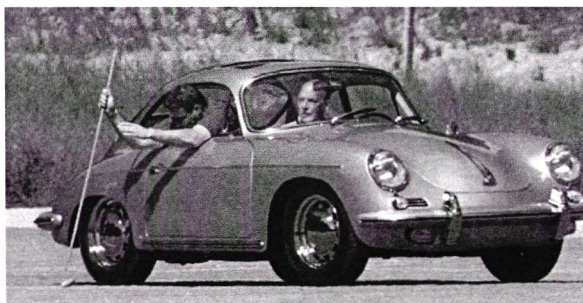
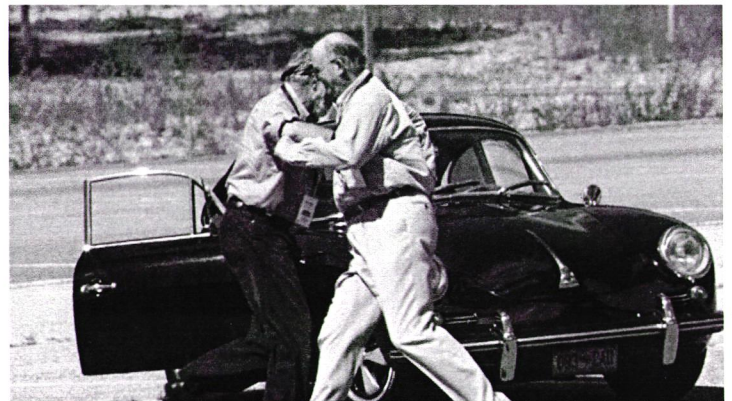
Wednesday started with breakfast in the Lodge, a wonderful buffet with all of the normal accoutrements plus an omelette and Belgian waffle station complete with a chef who prepared exactly what you wanted. We left Harbor Springs bound for Traverse City and the Leelanau Peninsula, an area rich in winding Porsche roads and boutique wineries. Following the route supplied we cruised over beautiful hills and through pretty little towns and alongside gorgeous lakes until we found our way to TC, the largest city in northern Michigan. We were surprised by how much it has grown since our last visit, they have created quite a jewel on the twin bays off Lake Michigan. We stopped at Hagerty Insurance for a welcome rest stop and then spent the afternoon sightseeing and enjoying the area.

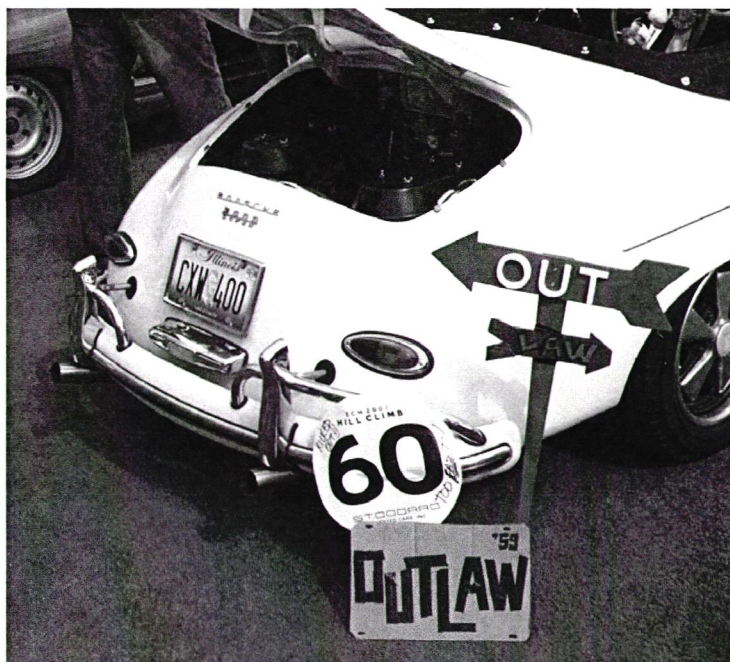
Too soon, we had to head back in order to attend the driver's meeting at Zorn Park in downtown Harbor

Springs. We zoomed up the coast and arrived half an hour before the scheduled safety meeting, finding the area awash in 356's and Registry members while the townsfolk circulated, enjoying the spectacle. Right on time, Dave Hinz led the assembled horde through the procedures for the Hill Climb event scheduled the next day—an event that had never before been attempted at a Holiday. Following the meeting, we sauntered off with a gang of friends to invade the local ice cream parlors and fudge shops—hey, we planned to work it off tomorrow (little did we know).

Thursday seemed to dawn early, it was the day many had been waiting for with both the Hillclimb and the Funkhana scheduled to run concurrently in three shifts. Conceived with the original plan to host the Holiday, the Hillclimb had been long in gestation. Few thought that it would come off properly, if at all, as the obstacles and risks inherent seemed insurmountable. But you shouldn't interrupt a man doing the impossible to tell him about it, just stand back and watch. We all watched over the months as Dave Hinz planned and plotted, solving this and hurdling that, building a coalition of people that took ownership of the event. Dave arranged for limited access, safety personnel, equipment and materials and myriad tasks and details, refining and documenting, testing and tweaking until he had it down cold. By God, this could work.

The schedule was calculated out to the minute (and the schedule was so well developed and the tasks so well assigned that each of the three sessions ended within five minutes of target, the final operation completed five minutes early). Right on time, the first car roared off the line and headed up, disappearing 'round the first bend to find his way around sweepers and blind





curves, over a narrow bridge and up to a pair of linked hairpins, the second off-camber, hurtling through the trees and past the mounded boulder walls to the finish line—7/10th of a mile away and 300 feet above us. Finished, he turned around and dropped back down to the holding area where he could walk off the adrenaline and watch the next entrant test his car and skills. What a Blast!

Meanwhile, Mary Hinz had the wives occupied at a fashion show and brunch in town at Stafford's Pier on the waterfront. The show was a smashing success and was truly enjoyed by all involved. And it kept them from being preoccupied with thoughts of what might be happening to their cars in the meantime.

I picked up Diane following the show (and my stint on the hill-climb course) and we proceeded to the Funkhana. We've never entered such an event, nor had we witnessed one—boy, what a hoot! It's sort of an obstacle course for cars with a driver and naviga-

tor. The course was laid out in a large parking lot and the team entered via a gate marked by cones. The first task entailed blindfolding the driver while the navigator guided him or her through a three-cone serpentine and then backed into a "garage" whereupon the driver could remove the blindfold to perform the remaining tasks.

Next up, they pulled up near a tall cone sporting an attached rope. The object being to circumnavigate the cone while holding the rope with penalties assessed for toppling the cone or grounding the rope. Following this was a pair of gates and then the notorious potato run. The navigator, holding the "stabber" merely needed to pick up one of three potatoes before the next station, depositing said potato into a box and handing off the implement. (By the way, the parking lot was on an incline so any glancing hits on the potatoes started them rolling downhill and away from the line of travel.) This was followed by a reverse serpentine punctuated by a stop with a Chinese fire drill and finally

allowing exit from the course via another gate of cones. This, of course, is a timed event and penalties are assessed for mowing down cones and other sundry violations. Sounds simple, no?

The hilarity began as we watched one couple head out with he blindfolded and she hollering "No! Over There!" as she pointed with one arm and then the other. Before they got through the blindfolded section, they had left the pavement and were wandering across the adjacent fields. Others ran over cones and dragged them halfway through the course while still others chased potatoes hither and yon. One couple ran smack dab into each other while executing the fire drill (I did apologize to Diane and helped her up). I couldn't believe how much I needed to see in order to operate a car. Yeah, I know, that sounds self-evident but I couldn't even tell whether the car was moving or not. We had a huge amount of fun thanks to John McConnell, Dennis Denyer and the great crew of volunteers. That evening, we relived

the day's events over dinner in Harbor Springs with a gang of friends, regaling each other with tales of bravery and blunders.

By Friday morning, Diane and I were bushed. We planned to drive the Tunnel of Trees on M119 from Good Hart to Cross Village en route to Mackinac but never made it, choosing instead to sleep in and hang around town for the day. The feedback from those who went on the Mackinac Tour was wonderful. The roads up the coast are some of the best sports car roads on the planet and people enjoyed the island featured in the Christopher Reeves film "Somewhere in Time." Mackinac Island is living history reachable by ferry and home to no automobiles (funny place for a group of car guys to visit). Everywhere we looked Friday afternoon, folks were washing, polishing and detailing their 356's for Saturday's Concours. That evening, Bruce Schwartz of Stoddard Imported Cars honored Chuck Stoddard for founding the dealership and his fifty years of devotion to the marque. Amongst a select group of friends, Chuck and Cynthia were presented with a plaque denoting the award.

Saturday morning, the only rain of the Holiday fell on the participants placing their cars on the putting greens behind the Lodge. Sprinkling on and off for an hour or so, we joked that the organizers had even managed to schedule a soft water rinse for all the cars. Soon enough, the clouds parted and the 356s shined like jewels in the sun. The Concours was organized by age and model, open and closed. Additional classes featured specials, outlaws and Best-in-Show. Voting was by people's choice. A separate judged contest was held to award the Irwin Komenda trophy to that 1957 A entered that most faithfully represented the car as

The feedback from those who went on the Mackinac Tour was wonderful.

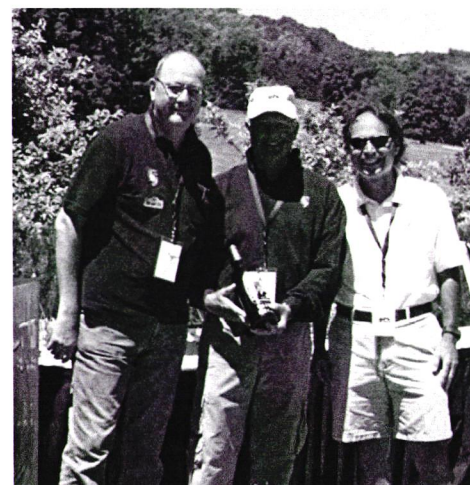
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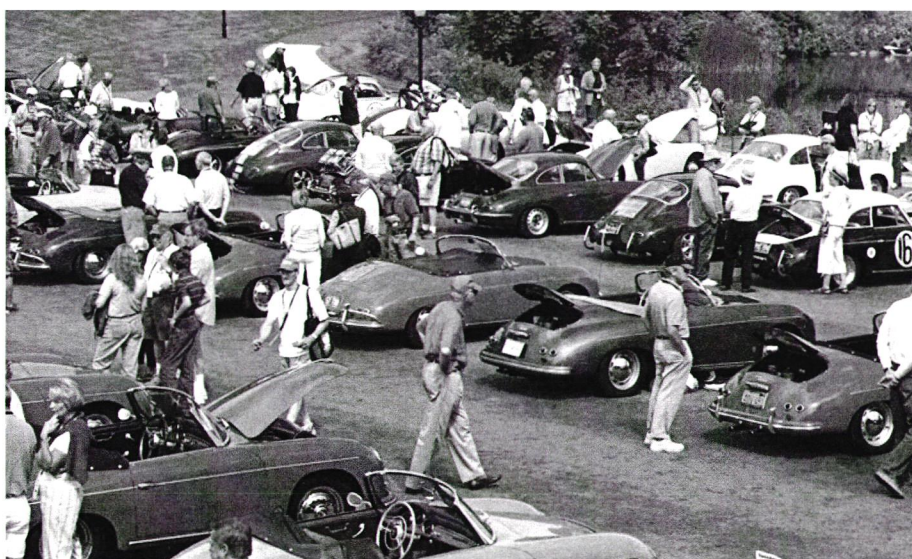
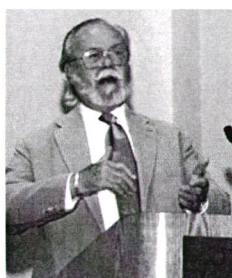
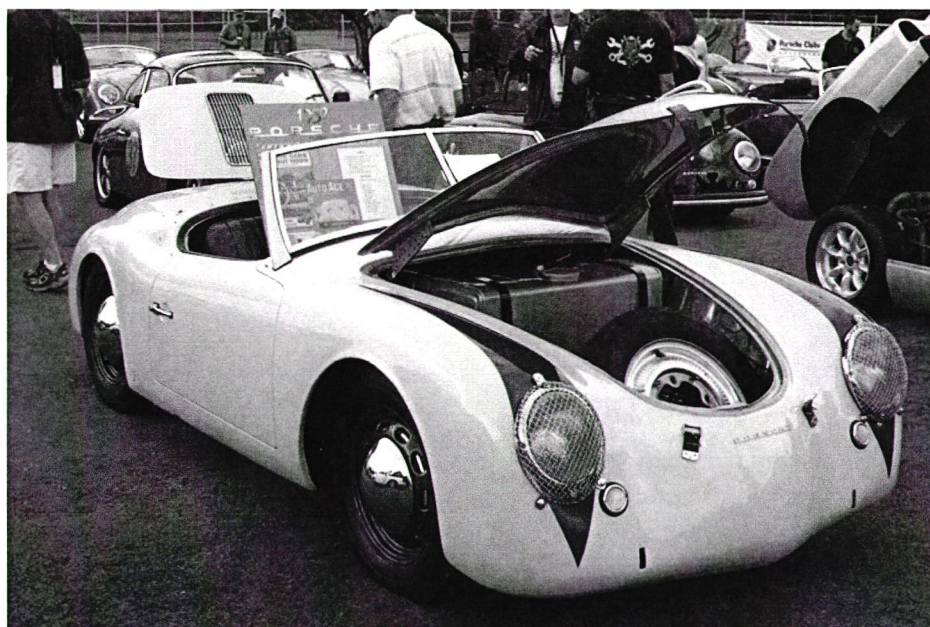
produced by the factory. Results were tabulated during the terrific luncheon buffet served outside within view of the Concours field. Boyne and the committee pulled no punches with the menu and the separate food stations allowed the crowd to divide and conquer, meeting back at the tables.

Following lunch, the awards presentation commenced with the Funkhana Winners followed by the Hillclimb Top Ten and finally, the Concours Classes. As Dick Beecher called each award winner to the dais, the respective event leader presented the license plate, wine bottle or place ribbon to warm applause—and occasional hoots and hollers—from the audience.

Dennis Denyer awarded the First Place in Funkhana to the team of Fritz Seidel and John Schrecker while Dave Hinz congratulated Marco Marinello on his fastest time up the Hillclimb course and Ted Dunham, after passing out class and place awards, presented Ron Roland and his '52 America Roadster racecar Best-in-Show. Brad Ripley gave the first ever Erwin Komenda Trophy to Jim VanOrsdol for his red '57 A Coupe.

Saturday evening found everyone gathered at the Convention Center for cocktails and the Banquet. Once again, Boyne outdid itself with another great meal and very attentive service. Registry President Chuck House took





the podium and after congratulating the committee on a wonderful Holiday, called Barbara Skirmants to the stage for induction into the Hall of Fame. Dick Beecher then called Brad Ripley of NLA Ltd. and Bruce Schwartz of Stoddard Imported Cars to join Barbara at the dais as they all received awards for their sponsorship of the Holiday. Next, Alexander Klein of Porsche Classic Clubs was presented with thanks and a souvenir wine bottle as well. With all

of the pomp and circumstance completed, the renown David E. Davis took the rostrum and entertained the audience with tales of racing, travel exploits and the joys (and people) of enthusiast magazine publishing.

Sunday morning found the usual suspects gathered at the lower parking lot for the Swap Meet. They came, they saw and they took much of it home with them. A quite remarkable collection of items ranging from the

mundane to the strange was on display and people were happily poring over the inventory. Soon though, it was time to pack up and say our goodbyes. Like gypsies after the Big Top has collapsed, folks loaded their cars and rigs and headed off to all points on the compass. All were unanimous in their enthusiasm for the Holiday and appreciation for all that the ECH Committee had achieved. Diane and I agreed that a great job was done by all. Goodwood has nothing on us.

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My First Holiday

by Dave Preston



The East Coast Holiday that we just hosted was my first Holiday and it filled me with all sorts of exciting experiences. I just can't seem to get the excitement out of my mind, so I thought that I would share some of my thoughts and experiences, which to many of you veteran Holidays participants may be obvious, but to us "first timers" it was all new.

Of course, the cars!

I couldn't believe all of the really great 356s. I would guess that I will never again see that many 356s all in one location. They were all so pretty, so many colors, so many unique cars. I also saw the individuality of the owners. Originality is important to many 356ers, but I was pleased to see that originality was tempered by personal desire and functionality by the vast majority of owners, while still respective of the 356 traditions and heritage.

By the way, whether we are up north at this ECH or at home, it's such a blessing to have Vic, Ted and Neil close at hand – it's a great

security blanket for us mechanically challenged 356ers. Where would many of us be without them?

The People:

Prior to the Holiday, I never thought much about the "people to people" experiences that I would encounter. But these "people to people" experiences are what I will remember the most, both from getting to know my fellow club members better and from getting to meet our great guests.

Club Members:

A whole bunch of us really dug in to help get the Holiday off and running. Throughout the week, we all continued to work together to manage each day's events, and needs. We all seemed to bond together, to help each other. As a result, we all got to know each other in a way that will last forever. In the future, when I see Harry and Mary Kurrie, Dick and Diane Beecher, Tom and Teri Hudson, Tom and Jan Downey, Barbara and Dave Peterson, Vic and Barbara, Ted and Lanita, Keith and Jean

Blake, Mary and Dave Hinz, Dick and Shirley Gobba and many others, I will smile and think instantly about the 2007 ECH Holiday week of experiences that we had with each of them. It was really nice to get to know each of them so much better. We loved it.

Our Guests:

What a bunch of great characters! I was fortunate to man one of the registration tables over the first couple of days. As such, we got to meet and talk with most of our guests. 99% of them were very nice, very grateful and just fun to meet. Because of those encounters, they would say hi to me all week long – and as with my fellow club members, we got to know some of them very well. They asked for help, directions, and opinions on where to go and what to do, and just plain joked around with me. I would really like to see some of these people again. They were fun.

I guess the answer to all of this, is now that we've been to one Holiday; we'll have to go to another!

Big Thanks:

First, where would we be without the Petersons and Skirmants? Vic and Barbara who lugged all of that stuff up there and back. They also brought that enormous trailer up there to provide all of us with so much help, if we need it. Vic worked for hours fixing cars, loaning tools and his expert advise to many participants. Barbara and Vic are certainly the cornerstone of our club.

. Dave and Barbara Peterson worked on organizing this event for 2+ years. Where would we be without Dave's organizational and managerial skills, not to mention him trying to deal with all of our different personalities? I thought about the Skirmants and Petersons often that week.

Despite the fact that a lot of us helped at the Holiday, the success of this event, and all of our great experiences, really boil down to (and should be credited to) just a handful of our Club Leaders that stepped up long before and during the Holiday to take on the responsibility of hosting such an event. The Petersons, the Skirmants, the Beechers, the Hinzs', the Hulbert's, the Kurries and the Dunham's are the cornerstones of what we just experienced. They decided to do it, and then they provided the experience, the creativity and sense of security to do it. So for us "first timers", and/or our relatively new members of our MCG, the core leadership of our club continues to provide a future path for us. Once again, at this Holiday, we all learned from them and so we all again say, a very big THANKS!



I couldn't believe all of the really great 356s.

*I would guess that I will never again see
that many 356s all in one location.*





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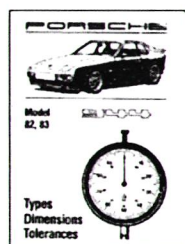
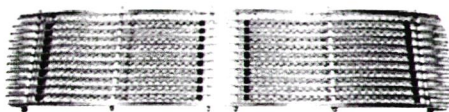
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CALENDAR

October 6 Board Meeting (plan for 2008 election)

November 1-4 Rennsport Reunion III – Daytona Beach

December 1 Board Meeting

December 9 Christmas Party – Canterbury Village

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