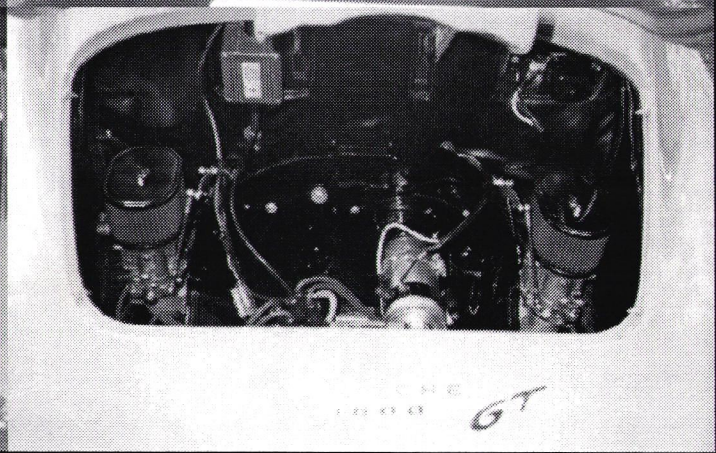
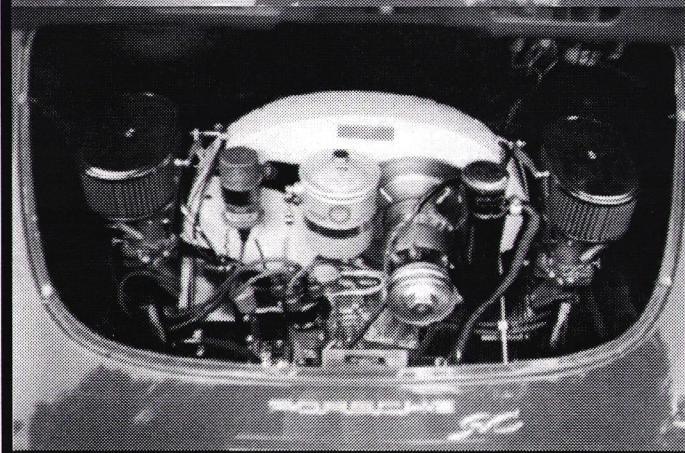
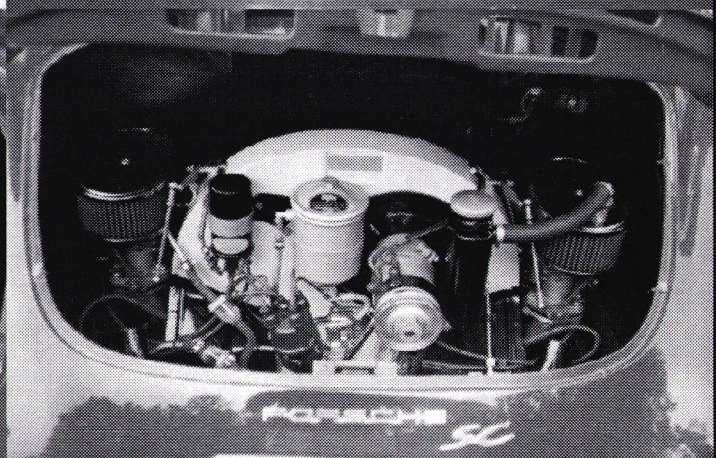
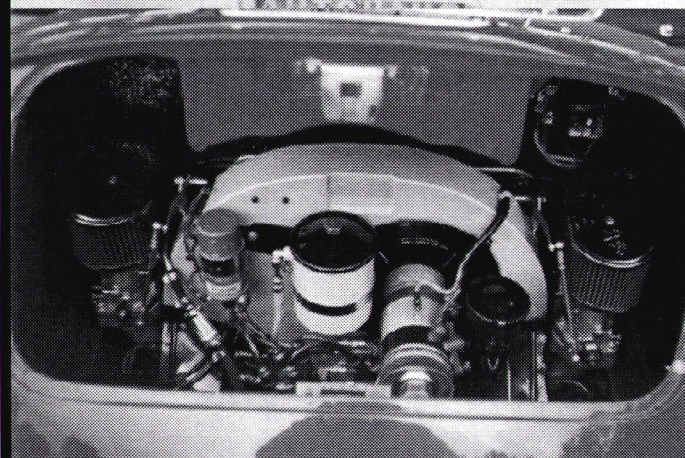
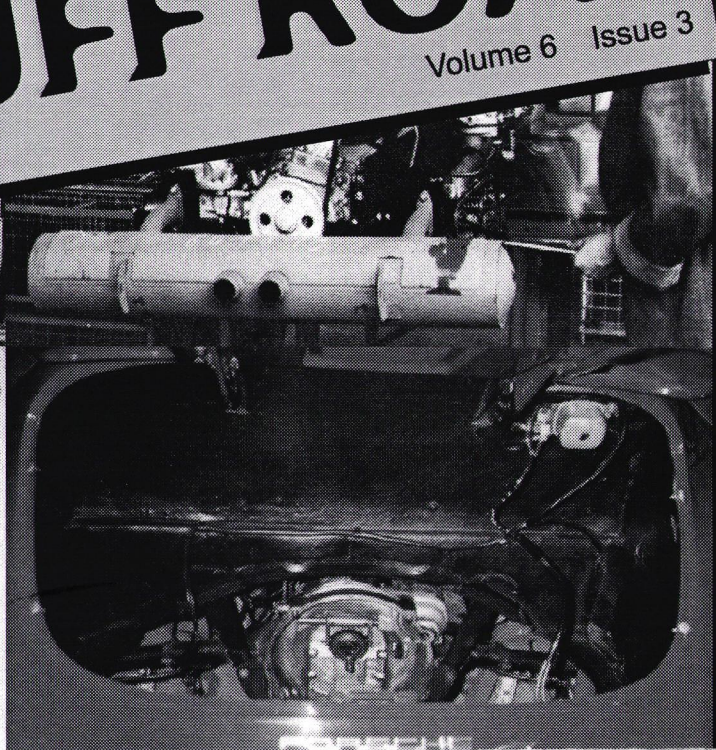
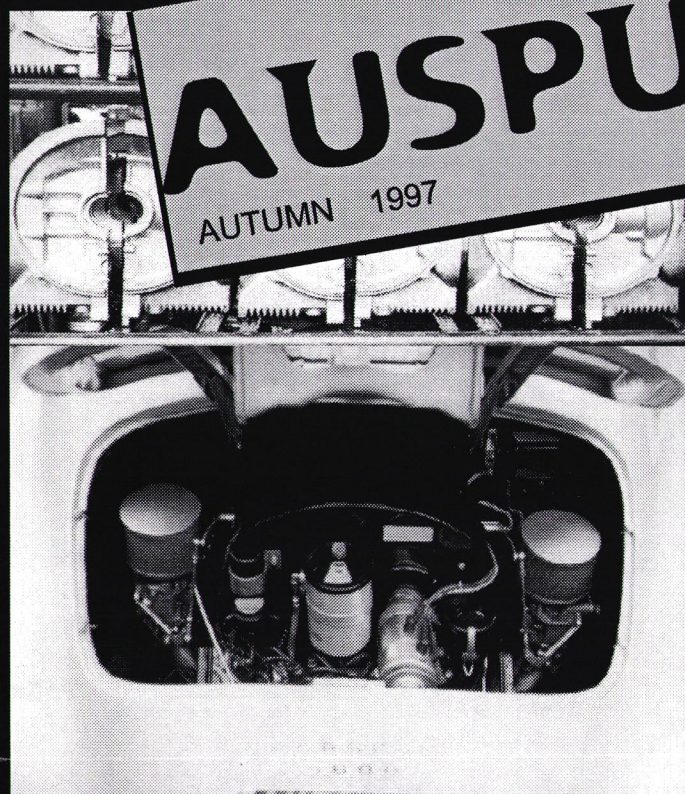


356 MOTOR CITIES
GRÜPPE

AUSPUFF ROAR

Volume 6 Issue 3

AUTUMN 1997



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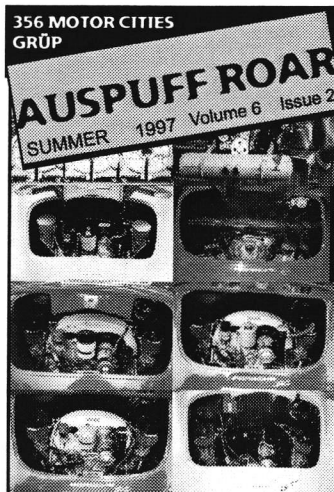
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ON THE COVER:



Various engine compartments were on display at Dale Moody's annual August "Get Together" in Chicago this year.

Bill Block and Sebastian Gaeta attended this fun event— story on page 10

A VISIT FROM THE "DING MAN" SEE PAGE 11

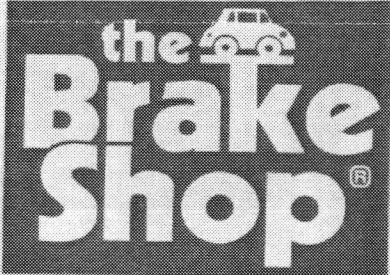


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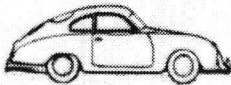
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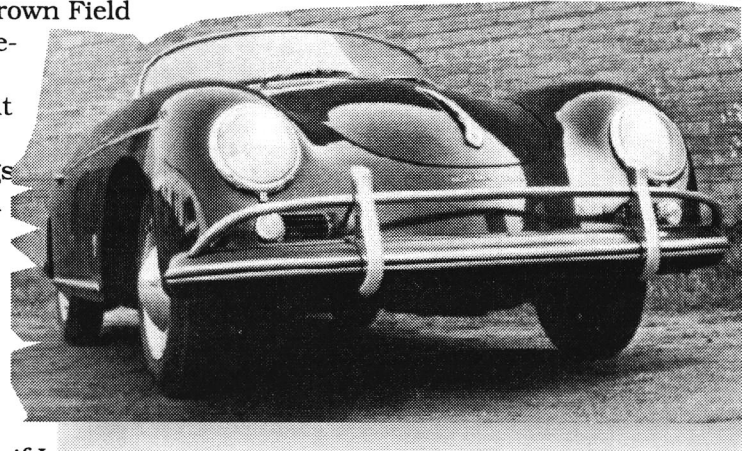
Richard Olivero 1-810-473-7850

NEWS FROM THE PRESIDENT

One of the saddest things for a Porsche lover is to see a 356 that someone has sent to the junk yard. **THIS TALE HAS A HAPPY ENDING.** It all started in 1957 when a shiny black Speedster sprang to life in Germany and provided so many happy miles of top down motoring. But slowly, life slipped away during this first 20 years of driving as killer rust took its toll. Enter a couple of Porsche lovers that bought the car from an overgrown Field and decided they could still restore this sad beauty. They disassembled the car and sent the rusted hulk to the body shop. Sometimes these things take longer than planned and many years slipped away. They finally decided that help was needed to finish the car after so many years of being in pieces and this was to be the year. The owners, not feeling confident in putting their baby together, asked me if I would undertake the project. My mind raced with visions of boxes full of shiny new parts and the smell of fresh paint, my hands aching to get hold of another great Porsche project car, to see it become the beauty it once was, to see it at a show of its brothers and sisters in its glory, and to know I played a part in preserving another wonderful car! **YES!!!** I'd like to (spelled LOVE!!!) **ASSEMBLE** your car. (Silent hurrahs echo through my brain). So began hours of work, happy hours, working in the garage with all my stuff, cleaning, assembling, painting, polishing, time spent with friends helping also. **AH!!!** This is joy! Pure exhilaration! The old body starts to fill out with interior panels and

lights, deco stripes and bumpers, wiring and horns, all the things a girls like this needs to be really beautiful. Oh Yes, this is a labor of love! My own opportunity to "give birth" to a beloved child, watching it grow into a thing of grace and joy.

Finally on August 16th, the key was turned, the clutch pressed to the floor, breath is ignited in her throat and she sighs a romantic sound. The gear shift is slipped into reverse and the **SPEED-STER** is re-born, to run the highways again, all shiny and



new again. The smiles of the owners was a wonderful sight, proud of being the parents of this new child of Porsche. I feel pretty good too, knowing that we saved one more 356 with the help of Neil Goldberg and Stuart Tool. Sure makes you awe inspired and humble, caring for the legacy given us 40 years ago yet so wonderful to see and have today. The grateful owners of this 356 are Dick and Shirley Gobba, Motor Cities Gruppe and Registry members from Deerfield, Michigan. I thank them for the chance to get my hands on just one more Porsche. 🚗



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DOOR DINGS?

8

SEE PAGE 11

After three solid years of continuous work, Bill Toburen has completed the transformation of plain Jane 1962 T-6 B coupe into a hot blooded, ready to roll, Gary Emory blessed "Outlaw."

Bill bought the car out of Oklahoma via Bill Rohrer's backyard. When asked why he bought the car all you could get out of him was "I've got some ideas for it. After all, he had already owned a C coupe before restoring his beautiful B cabriolet. So why would he want or need this car?"

We soon found out. As time went on he would divulge more and more as to what his plans were for the car. Certain details changed along the way, but the overall concept did not.

What you see here is the end result of some great ideas and hours of effort. Virtually every concept used on the car has been seen on a Porsche before, just not always on a 356.

All of the metal work was done by Bill himself in his shop. The car was in pretty decent shape when it arrived in Hartland, but even then it was not a job for the faint of heart. While the car was fairly rust free and solid, there was some front end damage to contend with. Bill salvaged parts from another car to recreate the front hood latch area, and used a discarded front clip from yet another car as a template to repair his cars' nose piece.

The body and paint work was done by Jimmy Constat at his studio in Milford. The paint is an original Porsche color, 6005 Fjord Green, done in Sikkens base-coat clearcoat.

Early on in the project Bill completely rebuilt the front end to ensure that it would be a stable and solid driving car. The brakes are standard B brakes that were

completely refurbished.

Already this year it's been to Mid-Ohio for the Vintage Gran-Prix and to Kalamazoo where we met up with the *Widage Stadt Klub* to tour the aviation history museum. On each trip it road like new and performed beautifully.



The car is powered by a 914-4 2 liter, putting out around 135 horsepower. The engine cooling tin was converted to an upright 911 fan shroud giving it that

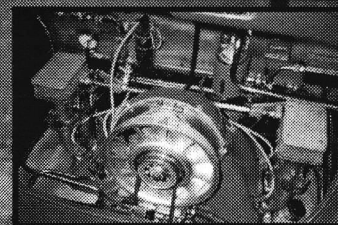
"Carrera" look. The fan shroud is red while the remaining sheetmetal is trimmed in aluminum. Very racy. There is also a full flow oil system with coolers located in the rear wheel wells. The exhaust system is a custom header by FAT Performance with a Super Trapp stinger tail pipe sticking out below.

One of the greatest effects on the car is the engine lid. In fact, this is the feature that clinched the coveted "Outlaw" badge for Bill. Gary Emory invented the term "356

(Continued on page 5)

THERE'S AN OUTLAW IN OUR M/DST!

BY SEBASTIAN GAETA



(Continued from page 4)

Outlaw" and had seen it all; that is until Bill sent him pictures of his car. Gary immediately noticed the custom look of the decklid.

The car is a T-6, but Bill liked the look of a single grille with louvres as used on the early Car-reras. A T-5 donor lid was located and

off came the skin on both lids! The transplant was painstakingly performed by Dr. Toburen, and Viola!, a single grille on a wider T-6 lid. The louvres were created and the lid was complete. Bill recently spoke to Gary and said that Jerry Seinfeld was visiting his shop, saw pictures of the car and was very impressed with it.

911 SC fender flares were welded onto the rear wheel arches which was a necessary modification due to the 8" polished Fuchs wheels on the rear and 7" polished

Fuchs on the front. Speaking of the front, the car was lowered there by about 2". Bill tells a good story about the fact that you can lower the front end all you want but you won't see the results for a while. It seems that the only thing that makes the car settle is time. Not sitting on the fender, not bouncing it up and down, not driving it; just time. Its a good thing Bill lowered it last year because now you can actually tell that it was done.

Speedster aluminum side trim was added to enhance the look of the car since there are no bumpers or Nerf bars. The front turn signals and

upper grill areas are completely filled in to give the car a smoother look up front. The lower front grill areas were left open to house a set of fog lights. Since the

factory turn signals were eliminated, the fog lights are wired to perform this duty.

You will see that the hood handle is

gone and is replaced by a single 911 Porsche badge. Further up the hood is a center mounted external racing style gas filler, which is fully operational. Bill again did all the work modifying the gas tank to fill from the top instead of the side. And of course the fender mounted gas door was filled in to leave no clues

as to where one used to fill the tank. To continue the racing theme Bill painted the gas tank orange. When you look under the hood the effect is striking.

The headlights are covered with mesh grilles, and Bill was able to find the type that mount on the chrome rings of the headlight buckets rather than mount on the fenders, obviously preventing unnecessary drilling into the body.

My personal favorite feature of the car is an early, early Porsche or pre '64 VW style canvas sliding sunroof. Bill got the

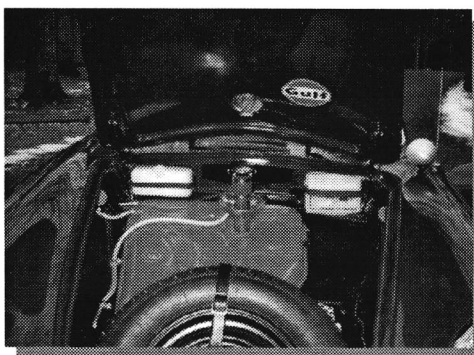
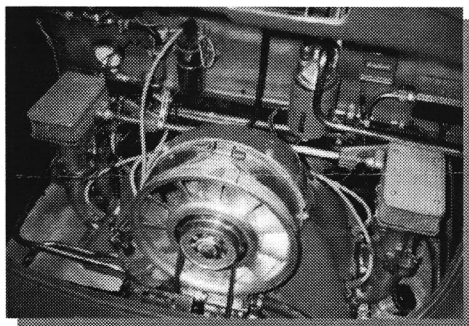
kit out of California and installed it himself. Yup, it takes a certain kind of confidence to stand up over your car

with a Sabre saw, but he had it. The canvas roof now slides back accordion style to create a very large opening, much larger than the factory steel sliding roof. I drove the car back from our trip to Kalamazoo and believe me when I tell you that the wind noise with the roof open at 80 mph is nearly non existent. This roof is *much* quieter than the factory roof and is at least 30% larger.

When you look inside the first thing you notice are the seats. Bill cut down some 914 seats and upholstered them to resemble Speedster buckets. They look great and are extremely comfortable. The interior panels and seats are done in tan leatherette while oatmeal square weave carpeting covers the rest.

The rear seats were removed and a platform with storage underneath was

(Continued on page 9)

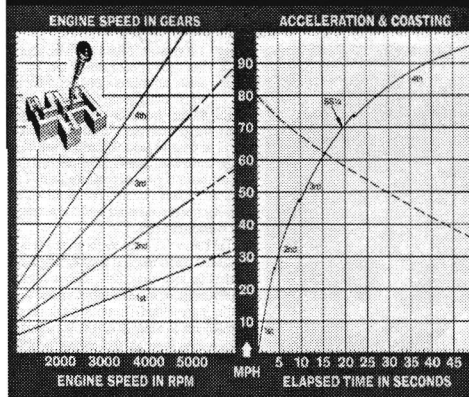


PORSCHE 356 OUTLAW DIMENSIONS

WHEELBASE, INCHES.....	82.7
TREAD, F AND R.....	51.4/50.1
OVERALL LENGTH, INCHES.....	158
WIDTH.....	65.6
HEIGHT.....	50.4
FRONTAL AREA, SQFT.....	19.1
STEERING RATIO O/A.....	16
TURNS LOCK TO LOCK.....	2.5
TURNING CIRCLE, FT.....	36
HIP ROOM, FRT.....	53
HIP ROOM, RR.....	N/A
PEDAL TO SEAT BACK, MAX.....	42
FLOOR TO GROUND.....	7.5

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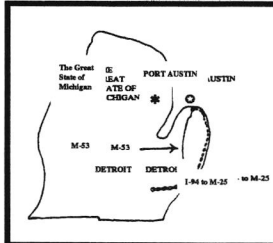
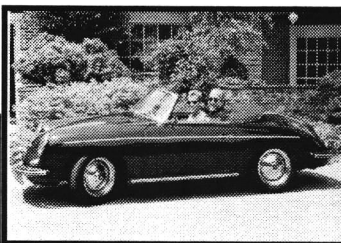
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Motor Cities Gruppe

1997

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356 Motor Cities Gruppe

Phone Listing

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Barnes	Dan & Sue	37573 Northland Dr.	Livonia	MI	48152	313-462-1050	
Bashawaty	Bob	920 N. Holbrook	Plymouth	MI	48170	313-459-8510	
Beck	Randy	216 W. 2nd St.	Davison	MI	48423	810-658-1298	810-653-4171
Beecher	Richard & Diane	2487 Misty Lane	Davison	MI	48423	810-653-6599	
Bendoris	Stephen	2555 New England Dr.	Rochester	MI	48309	810-375-1024	810-575-8435
Berners	John	1000 E. Main St #5	Ann Arbor	MI	48104		
Berry	Tony & Marilyn	1777 Pointe Aux Barques	Port Austin	MI	48467	517-738-8506	517-269-8538
Blake	Keith & Jeanne	17851 Lockerbie	Birmingham	MI	48025	810-540-3655	810-647-6222
Block	Bill & Patty	423 High Hawk Hill Dr	Metamorails	MI	48455	810-678-3017	800-444-0106 x
Borden	Bill & Sharon	2617 Raymond	Dearborn	MI	48124	313-336-7828	313-845-7365
Breniser	John & Doris	3250 Edgewood Pk Dr	Commerce	MI	48382	810-365-5741	810-684-6737
Brown	Charlie & Joyce	38901 Ann Arbor Trail	Livonia	MI	48150	313-464-2580	313-493-8748
Burchfield, MD.	John	7321 Garden Rd	Holland	OH	46528	419-841-8574	
Burns	Larry	23156 Haynes	Farmington Hills	MI	48336	810-478-9095	
Callaway	Wayne	2037 S. Vineyard Ave.	Ontario	CA	91761		
Catallo	Clarence	29 Buffalo	Clarkston	MI	48346	810-625-1440	
Caton	Richard	34625 Brittany Dr	Farmington Hills	MI	48335	810-478-2768	
Chamberlin	Jack	520 W. 13 Mile Road	Royal Oak	MI	48073	810-288-0799	810-589-2700
Chaps	Pat	27272 Ovid CT.	Franklin	MI	48025	810-932-5975	313-207-7900
Chatley	John & Pam	889 Rustic Village Lane	Lake Orion	MI	48362	810-693-6030	
Clancy	Ed & Jodi	6247 Carpathian Ct.	West Bloomfield	MI	48234	810-366-9328	810-340-7215
Constas	James	1885 Indian Garden Lane	Milford	MI	48381		
Cowles	Bud	106 King St.	Eaton Rapids	MI	48827	517-663-4043	
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Decker	David & Patricia	6161 Cotter	Sterling Hts.	MI	48314	810-726-0586	810-553-1335
Demeter	Bill & Jean	977 Trombley	Grosse Pointe Park	MI	48230	313-331-4104	
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Denyer	John	28042 Hawberry	Farmington Hills	MI	48331	810-553-0909	810-351-3354
Door	Jerry	25882 Orchard Lk Rd. #20	Farmington Hills	MI	48336		
Dorman	Charles & Linda	286 Williams Dr. #205	Grosse Pointe Farms	MI	48236		
Downey	Tom & Jan	3445 Regency	Orion	MI	48359	810-391-0215	810-772-8600T
Dunham	Ted & Lanita	14746 Riverside Dr.	Livonia	MI	48154	313-464-1728	313-942-5670 810-225-6126
Ellis	Grady	685 N. Wagner Road	Ann Arbor	MI	48103	313-663-6724	
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Evans	Bruce & Joanne	1179 Bear Creek	Rockester Hills	MI	48306	810-650-8899	810-551-1905
Felix	E.B.	13491 Haddon St.	Fenton	MI	48430	810-629-8544	
Fera	Ken & Anita	611 Windsor Run Dr.	Bloomfield Hills	MI	48304	313-879-8065	
Fischer	David	1810 Maplelawn Box 909	Troy	MI	48099		810-643-0070
Flesch	David & Linda	869 New York	Lincoln Park	MI	48146	313-381-9014	313-282-3636
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Fretwell	Charles	61541 Ramblinge	South Lyon	MI	48178	313-474-4091	313-349-1800#2
Gaeta	Ssbastian & Narme	4070 Brookview Court	Ann Arbor	MI	48108	313-662-4822	313-482-7133
Gilbert	Don	14326 Eastview Dr.	Fenton	MI	48430	313-767-9351	
Gobba	Dick & Shirley	9400 Laberdee Rd.	Deerfield	MI	49238	517-447-3751	
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Hall	Charles & Shirley	28197 Roan	Warren	MI	48093		
Hallandal	Bill	7200 Power Dr.	Bellaire	MI	49615	810-737-4135	616-377-9310 N
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Henry	William	11850 Eden Trail	Eagle	MI	48822	517-626-6912	
Hinson	Dick & Leslie Ann	30355 Oakview Way	Bingham Farms	MI	48025	810-594-4460	
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Mandrell	Harold	7242 Pebble Pointe	W. Bloomfield	MI	48322	810-737-3516	
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Meyers	Jeff	320 Washington	Grosse Pointe	MI	48230		
Miller	Rita Rossi and Cha	147 Abbey	Birmingham	MI	48009	810-258-0444	810-642-7633
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Phillips	Robbin & Lynda	7252 Dundee St. Box 185	Genessee	MI	48437	810-640-2726	313-640-2726
Planck	Phil & Nancy	4974 Kootina	Clarkston	MI	48348	810-394-1097	810-578-3904
Reeves	Walt	3104 Wild Plum	Fort Worth	TX	76109		
Richman	Doug	1660 Lochridge	Bloomfield Hills	MI	48302	810-335-2124	810-799-8310
Rivera	Vic & Lucy	30690 Oakleaf	Franklin Village	MI	48025	313-932-3956	313-386-8330
Rogers	Kenny & Sue	5590 Fawn Court	Troy	MI	48098	810-641-3870	313-651-7000
Rohrer	Bill	507 Berkley	Ann Arbor	MI	48103	313-665-2007	313-390-9906
Roland	Ron & Karen	28140 26 Mile Rd.	Chesterfield	MI	48051	810-749-9804	
Rowzie	Dan	800 S. Samuel St.	Charles Town	WV	25414		
Scannell	Steve & Mary Liz	714 Lexington Blvd.	Royal Oak	MI	48073	810-288-4858	
Scott	George	3935 W. Waverly Rd.	La Porte	IN	46350		
Shearer	Ronald & Paulette	50791 Baltimore	New Baltimore	MI	48047	313-725-0267	
Sheill	Fred & Bonnie	469 FT. Dearborn ST.	Dearborn	MI	48124	313-561-8186	313-277-4136
Shook	Loren & Linda	30 Judd Rd.	Milan	MI	48160	313-439-8870	313-439-8879
Singer	Tony	RFD 1682	Laurel Hollow	NY	11791		
Skirmants	Erik	4877 Foothills Dr	Commerce Twp	MI	48382	810-360-2502	810-253-2846
Skirmants	Vic & Barbara	27244 Ryan Rd.	Warren	MI	48092	810-575-9544	810-558-3692 B
Sloan	Dr. Chris	647 Hanna	Birmingham	MI	48009	810-647-3407	810-551-0391
Smedberg	Tord & Judy	26500 Rose Hill Dr.	Farmington Hills	MI	48018	810-474-3340	810-208-1366
Smith	Larry	818 N. Main St.	Royal Oak	MI	48067		810-398-0200
Spaulding	Don	PO Box 471097	Fort Worth	TX	76147		817-735-9331
Spurlock	Richard	2510 Yorkshire	Birmingham	MI	48009	810-648-4757	
Stanek	Ted & Marsha	12338 Deming Dr.	Sterling Hts.	MI	48312	810-268-9840	313-224-2498
Theus	Russ & Nancy	28988 Barton	Garden City	MI	48135	313-261-5147	
Thomas	Jim & Monica	37854 Amber Drive	Farmington Hills	MI	48331	810-848-9129	
Thomson	John & Carroll	4600 W. Liberty Rd.	Ann Arbor	MI	48103	313-662-8661	
Toburen	Bill & Sher	4470 Fenton Rd.	Hartland	MI	48353	810-887-3029	810-375-8100
Trancik	Ronald & Mary	2117 Crosswind Dr.	Kalamazoo	MI	49008	616-345-2198	616-329-8459
Van Vliet	Gerald & Polly	44 McKinley Pl.	Grosse Pointe Farms	MI	48236	313-884-3753	810-645-5585
Wakefield	Jim	205 S. Revena	Ann Arbor	MI	48103	313-662-1380	
Wallace	Diane	414 Berwyn	Dearborn Hts.	MI	48127	313-278-2648	
Walls	Tim & Diana	49629 Draper Cr.	Plymouth	MI	48170	313-454-5742	313-462-4876 D
Walsh	Clune	200 Renaissance Ctr. Ste 3	Detroit	MI	48243		
Whalley	Maurice	3310 Vinetta Blvd.	Royal Oak	MI	48073	810-585-2866	
Whitton	Roger & Chris	5934 East Horizons Ct.	Ann Arbor	MI	48108	313-944-0422	
Williams	Rich	10085 Paradise Blvd.	Treasure Island	FL	33706		
Youk	Tom & Melody	1370 W. Silverbell Rd.	Orion Twp.	MI	48359	810-391-3846	810-391-6645 T
Zamler	Denny & Dayle	27864 Gettysburg	Farmington Hills	MI	48331	810-553-2331	810-544-5880

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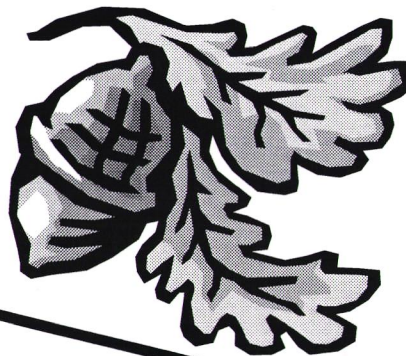
M-59

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SKIRMANT'S MID-OHIO BBQ BASH UNDER THE BIG TOP

Once again Barbara Skirmants hosted a BBQ bash at the Mid- Ohio Vintage Grand Prix bringing together a number of enthusiasts under one tent.

Attending this year were the "regulars" from

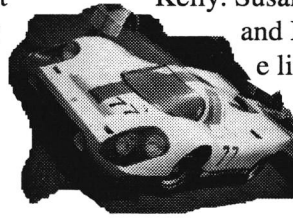


DOOR DINGS?



SEE PAGE 11

the Motor Cities Gruppe (sans Frank Malik; hey, where were you this year buddy?) along with author and racer Susan Miller and well known Porsche nut Prescott Kelly. Susan co-authored the "Miller and Meritt" book of Porsche related literature and has individually penned other Porsche related books. And Prescott bought a Porsche as a newlywed before he and his wife even had a refrigerator. True story.



The weather was warm, the races were great, and the 20'x30' tent was just the ticket for 110 race fans to relax under after Saturdays activities.

The tent, however, came at a price. \$1464.00 to be exact. This is certainly a hefty bill but has been a welcome addition in the last few years. The major sponsor of the tent was Stoddard Imported Cars. The other people who so generously contributed were Don Marrah Auto Body, Rick Spurlock of Monarch Tool and Gauge, Neil Goldberg of Stuart Tool, Brett Johnson of TPR inc, Vic and Lucy Rivera of The Rivera Medical Clinic, Jack Hagerty of Farmers Insurance, Mark Escuche of Ecurie Engineering, and Barb and Vic Skirmants of 356 Enterprises. 🚗



Dave Zonneville and Bill Green from Stoddard's hold a big white cake from the Motor Cities Gruppe with a Porsche logo on it. Was this trademark infringement? They said that since the logo would be eaten and that a picture of it would *not* be published in a local 356 club newsletter, they would not notify the factory. Thanks, guys! 🍰

OUTLAW continued from page 5

created. On top of the platform sits a stainless steel roll cage that Bill made himself. Attached to this roll bar are the four point seat belts. Bill was clearly going for a racy look but he did it without looking too Spartan.

Under the driver seat sits a state of the art stereo controlled by remote. Jimmy Constas jokes that it will be no problem controlling the stereo because the signal from the remote will easily bounce off the aluminum billet "heal-toe" gas pedal that Bill installed. Four speakers provide sound, two under the dash in the usual location and two more mounted on the rear platform facing towards the front of the car.

Bill modified the clock hole on the dash to fit an oil pressure gauge. The gauge looks not one bit

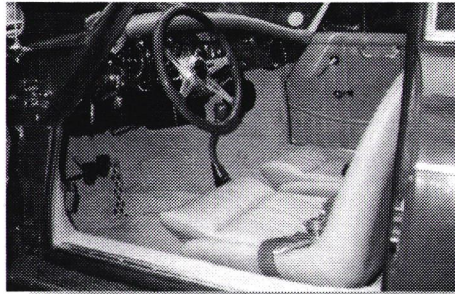
out of place with its black face and green lettering that is similar the other factory gauges in the car.

Completing the interior is a mahogany wood steering wheel that Bill found at a speed shop. No, the wheel is not Porsche nor a "correct" period wood wheel, but it does look great. Bill figured at that point he had already alienated the purists, so what the heck.

The diameter is nice and small and the build of the wheel is thick, making it comfortable to hold onto.

The car drives beautifully and is plenty fast, but according to Bill it was never intended to be put on the track. Rather, it was intended to be a fun car that he could create without holding anything back and without worrying what anyone thought.

Take heart, purists, Bill isn't trying to convince you of anything at all, but he's also not looking for your approval. The proof is that while Sher wanted the cars' license plate to read "HERS", Bill's choice eventually won out.... "356 NOT".

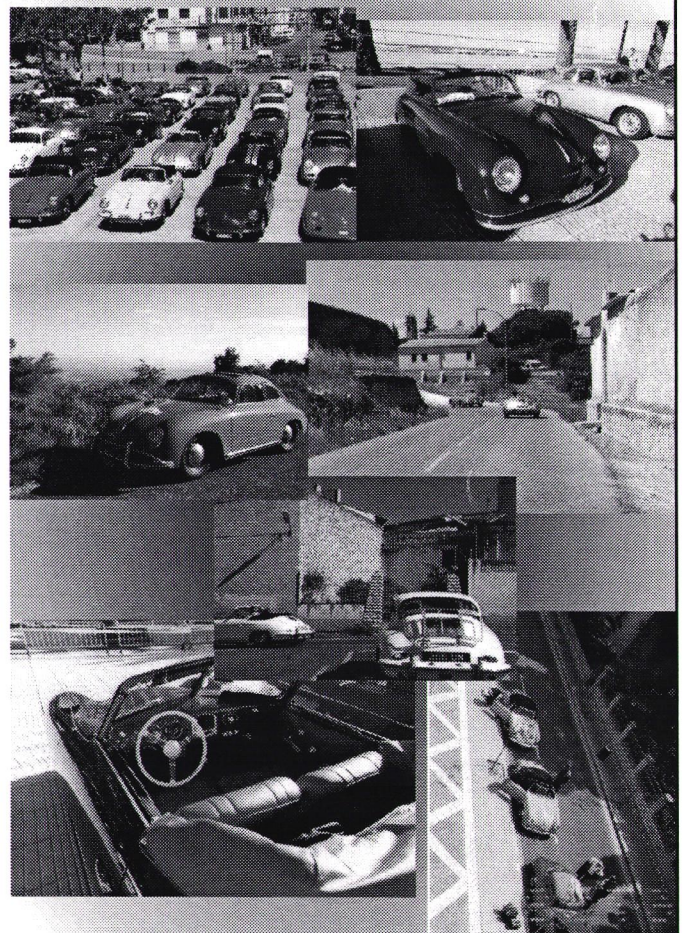


BILL BLOCK ATTENDS 1998 INTERNATIONAL 356 MEET IN SPAIN

Doc Block was kind enough to submit these pictures from his trip to Spain this year. Look for some of these photos in upcoming Registry issues, but remember where you saw them first!



The changing of the guard?



Dale Moody's annual "Back Forty" Get Together

By Sebastian Gaeta

The *Windage Stadt Klub* based in Chicago was founded by Dale Moody nearly 6 years ago to serve the many 356 owners in northern Illinois and southern Wisconsin. Their Big event each year is the "Annual Gertrude and Roy Moody Memorial Back Forty Get Together" in honor of Dale's late parents.

It is held in Dale's huge backyard which can accommodate up to fifty cars. This years 356 total was 30 cars with a few of those 6 cylinder Porsches thrown in for good measure.

This was my second trip to Dale's event and this year I was accompanied by Bill Block. We hopped into Bill's Cab, pulled onto I-94 and traveled all of 3 miles in 1 hour due to an accident ahead of us. After that it was clear sailing and we arrived in Downtown Chicago about 4 hours later, just missing the Friday night rush hour traffic. We stayed at my brother in-law's house near Depaul University which still left us with a 35 minute drive to Dale's place in Homewood.

Although Fridays weather was a bit shaky, Saturday morning was nice enough to put the top down on the Cab, cover the books, and go. When we

arrived at about 10:45 we were one of only ten cars there but they soon came rolling in, one after another.

It was good to see some of the people again that I had met last year like Bob Husselbee, Bill Garvey (both Motor Cities Gruppe members) Zdenek Base, Tom Grunnah (who hosts a huge event at his "island farm" each september), Howard Yefsky, Chuck Shank (racer!), Paul Spellman (who ended up buying the first 356 that I ever looked at and was kind enough to put it back on the road), and Dick Koenig (*Four Cam Forum* editor of the Registry).



I also met a man named Richard Bitterman who has owned his T-5 Cab since 1962. He bought the car from the original owner who had imported it from Germany after taking delivery at the factory and

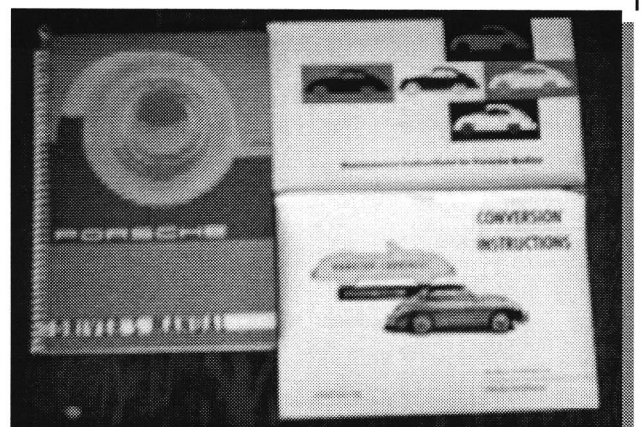
touring Europe for a few months. The car was for the most part

original. It was repainted the original Aetna Blue some years ago, but the red interior has never been redone. He was kind enough to allow me to photograph the original documents that came with the car, but unfortunately my camera failed me and the best picture of the bunch is the fuzzy photo you see below. Instead of showing you what he has I'll have to tell you: the original owners manual, the book from Reutter on how to care for the body, the maintenance record books, replacement battery order forms, an instruction book on the installation of the Blaupunkt

(Continued on page 11)



Richard Bitterman's 62 Cabriolet



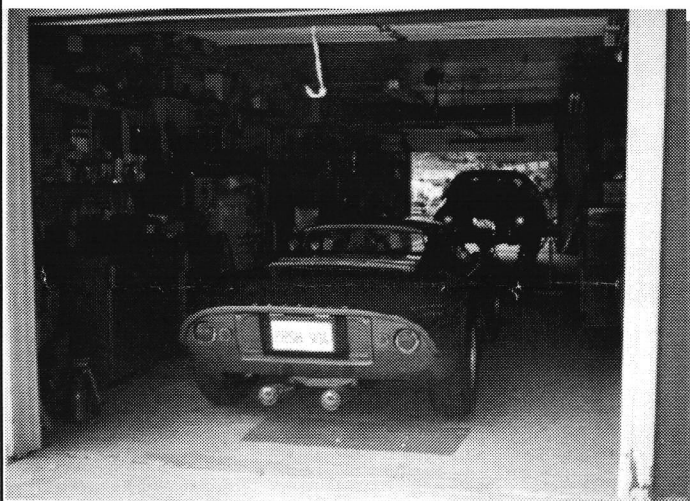
Fuzzy picture of some of Bitterman's manu-

Back Forty continued from page 10

radio, the "conversion instructions" book on how to remove the folding top and install the hardtop (which he still has), the factory accessories order book, and a letter from the Porsche distributor in Chicago replying to Richards request as to the cost of a tan canvas "front end cover" (today known as a bra). He did buy the cover at a cost of \$43 and it still resides on his car.

I commented to his daughter Leslie that the car certainly had been his buddy for a long time. She quickly corrected me by saying not his *buddy* but his *baby* !

We were also treated to the presence of a real live 904. Dennis Tobin is the caretaker of this car and brought it out for all to see that weekend. I mentioned



THE 904 WE HOPE TO SEE NEXT YEAR AT MEADOWBROOK

to him that our group was hosting the '98 holiday in conjunction with Meadow Brook and asked if the owner might be interested in showing it there. Dennis told me that it was actually more up to him than the owner since he would be transporting it, and that right now he would be very interested in bringing it. I'll stay in contact with him to be sure it's there next year.

All in all it was a good show, and to me, well worth the trip. It was for Doc Block too as he won the longest drive in a 356 which was good for a \$50 gift certificat at *NLA*. I'll probably go again next year so if anyone is interested in a caravan please let me know. 🚗



THE "DING" MAN IS GIVING A CLINIC!

Saturday September 27, 9:30am at the Stuart Tool Building at 1208 east Maple in Troy.

Bob Bashawaty, owner of *The Ding Removers* will perform his magic on your car. He'll quote you a price before any work is done and it will be ***much*** cheaper than bodywork.

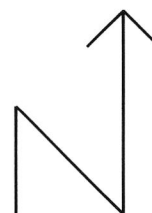
Do you have any door, decklid, or body dings that just aren't big enough to bother with bodywork? Let bob make it disappear at a much cheaper rate than a bodyshop.

Do you have any body damage that you're just not sure this process will work on? Bob will tell you at a glance wheather or not he can fix it and how much it will be.

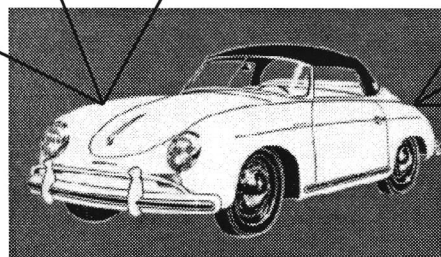
Bob owned a bodyshop in Northville for years, and without realizing it he was training himself for this business the whole time. He would gently push out any dent in a car's body to make it esier to do bodywork. Eventually he learned how to make most of the dings disappear completely with the many tools he developed along the way. The rest, they say, is history. Bring *any* car and **BE THERE!**

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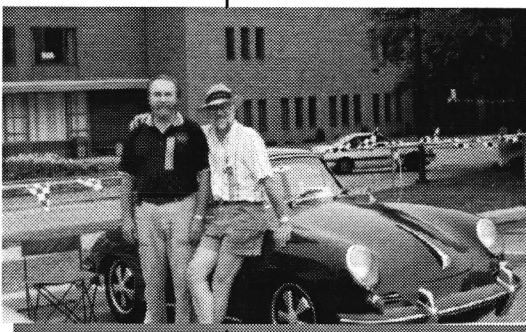
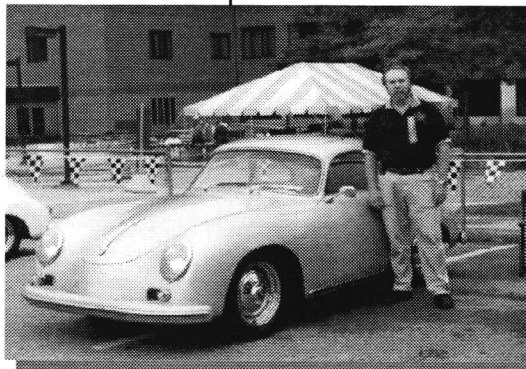
BUMPERS FOR BABIES 1997

A few AUSPUFFS from Barbara Skirmants

Please vote in the 356 Registry Trustee election, for our treasurer, and Holiday Co-Chairman, Gerald Van Vliet. The 356 Registry is now over 5600 International members and we accept credit cards. Gerald has worked for the IRS, and is currently a tax attorney. He is doing a great job for our local club, including representing me when canceling our contract with The Marriott Hotel. Our Registry needs a Trustee who brings to the table the professional business background that Gerald has. He will make a great contribution. Even though Gerald is relatively unknown to the rest of the 356 world, if everyone of you vote for him, we can get him elected. PLEASE VOTE!

The Bumpers for Babies Concours d'elegance was held on July 26th, just a few days after Lindsay Roland lost her last battle with the pneumonia that claimed her life. Five of our local members drove their cars to this fine event, and three went home with beautiful trophies. As Larry Moss said, he has "...never been associated with a finer and more worthy cause to raise money than the Bumpers for Babies". Larry is also in charge of the car selection committee for Meadow Brook

PHOTOS: TOP — John Denyer and his clean "A" sunroof coupe. MIDDLE— Vic Rivera hams it up with Dr. Mark Johnson, creator of "Bumpers for Babies." BOTTOM— Looks like Skirmants and Denyer struck yet another deal for an engine and trans!



Concours.

Dr. Mark Johnson started this concours in 1996 to raise money to fly expectant mothers into Detroit to have surgery on the fetus to correct birth defects while

the fetus is protected in the womb. Dr. Johnson and his staff receive NO Federal Funding. Every dime raised goes directly to fly in families and pay for local housing while here. There are no fees for the surgery, and Hutzel Hospital does not charge for their services.

Dr. Johnson, who speaks of himself as a plumber that operates on a tiny fetus, is an incredible guy who only wanted to help other people have perfect babies. During the concours there were several families walking around wearing yellow shirts proclaiming them to be Fetal Surgery Dad's, Mom's, and babies.

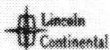
Just think, if this technology had been available 14 years ago, just maybe Lindsay Roland could have been born like these babies were. Yes, they even correct Spina Bifida. Amazing.

In my card and letter to Ron and Karen I promised that our club would make this event

an annual memorial to Lindsay Roland. In 1998 they hope to hold this event at the Grosse Point War Memorial Park, Top Hat John was an MC, along with other local TV, Radio and Red Wings players. 1997—5 cars, 1998—20 cars! I'll be calling upon you to help live up to my promise, you won't regret it. I can't think of a better way to honor Ron & Karen Roland, the people who started The 356 Motor Cities Gruppe. 🚗

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