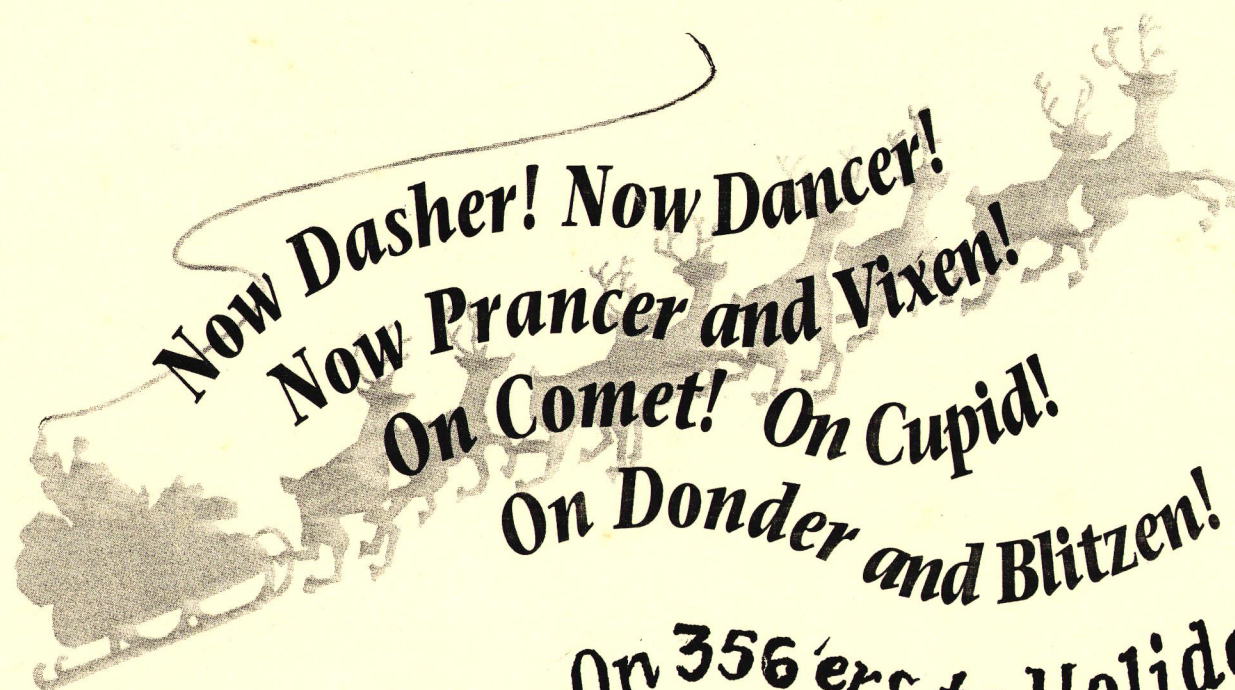


356 MOTOR CITIES GRUPPE NEWSLETTER



*Now Dasher! Now Dancer!
Now Prancer and Vixen!
On Comet! On Cupid!
On Donner and Blitzen!*

*On 356'ers to Holiday
Fixens!!*



WINTER 1992



Well, it seems we have reached the end of another 356 driving season and it's time to protect your jewel from the ravages of winter. Bill Rohrer has written an article with many good storage suggestions.

Thinking back, the Motor Cities Gruppe was very busy this year: from a Spring Tune-Up Session, to Vintage Car Races at Mid-Ohio, Family Picnic in July, East Coast Holiday, Fall Color Tour, and finally our Holiday Party. Hope you enjoyed the events. It is never too early to plan for next year, so if you have any suggestions, please give me a call at 313/561-8186.

A special thanks to Judy and Tord Smedburg for planning an excellent Family Picnic and allowing those 356s to drive all over their front and back yard.

You will notice an addition to our Newsletter in the form of advertising -- Hagerty Insurance (great rates) and Spyder Enterprises (great gifts). These organizations are supporting your newsletter, please support them.

Speaking of support, the Motor Cities Gruppe is in need of member support in the areas of Newsletter Editor, Membership, and Advertising Chairpersons. Bill Rohrer has offered to organize the "Classified Section", so give him a call at 313/390-9906. If you are interested in buying or selling parts/cars or organizing a swap meet.

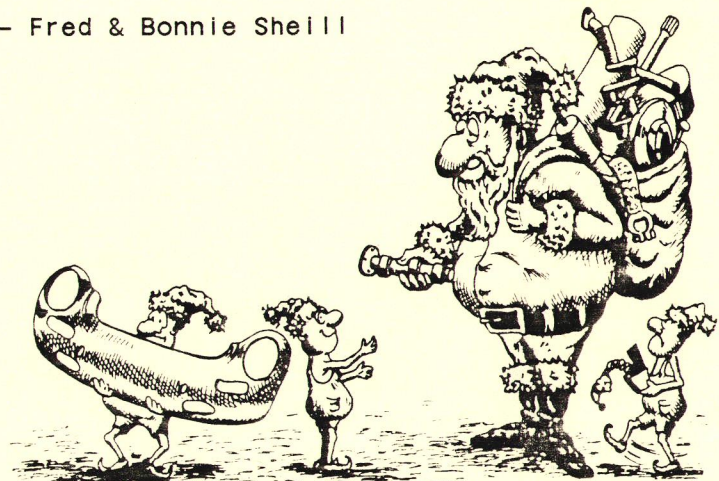
See you all at the Holiday Party.

-- Fred & Bonnie Sheill

Advertising Rates

.	Business Card	-	\$15.00/Issue
.	1/4 Page	-	\$35.00/Issue
.	1/2 Page	-	\$50.00/Issue
.	Full Page	-	\$60.00/Issue

Discount Rates for Consecutive (Four) Issues
Spring (April), Summer (June), Fall (September)
and Winter (November)



May Santa's pack be filled with Porsche goodies for all good boys and girls.



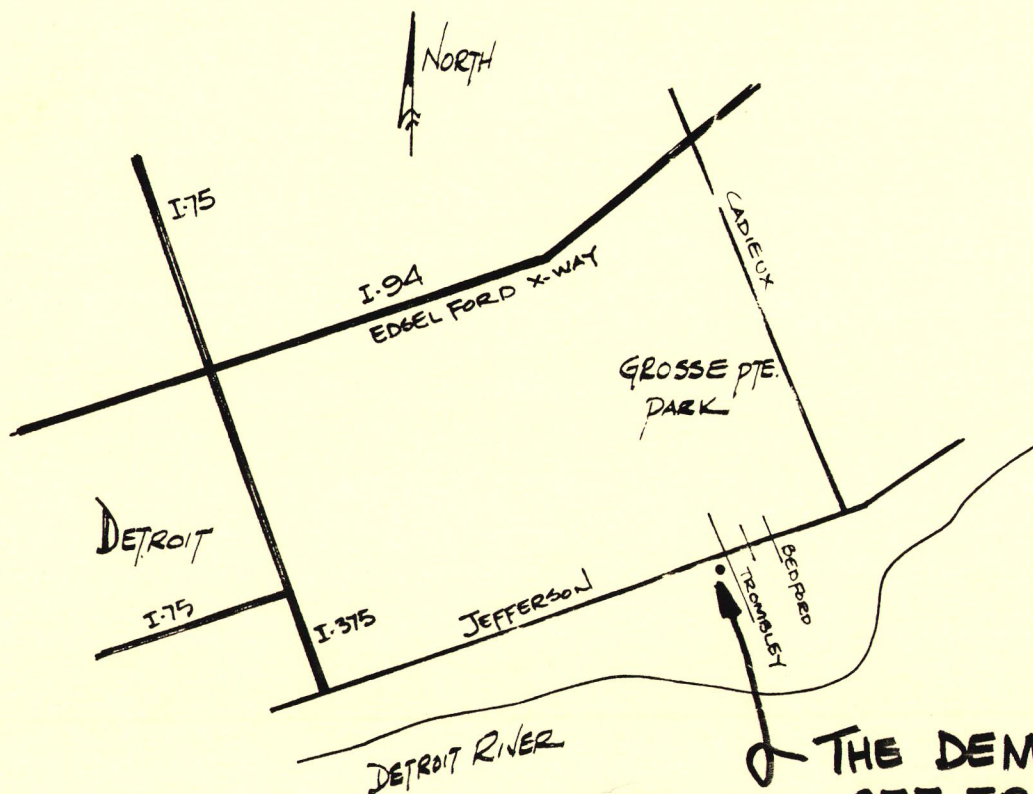
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SUNDAY DECEMBER 13th 3⁰⁰_{PM} - TILL

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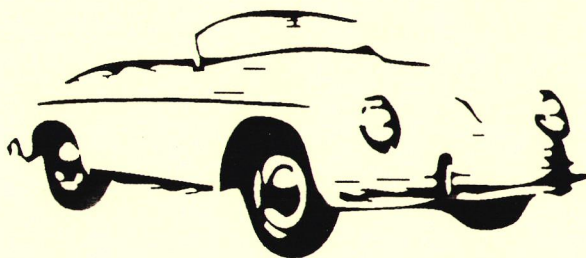


HOLIDAY CHEER
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DONATIONS
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356 Travel Assistance Network



Don't be afraid to drive it!!!

The "356 Travel Assistance Network" is a list of 356 enthusiasts who have volunteered their services/knowledge to help the broken down 356 traveler. The list is available to all who participate, free of charge, and will be updated from time to time. Updated lists will be sent to all participants. For obvious reasons the list includes only the Firstname, City, State, General geographical area, and phone numbers of the participant - No address or last names will be published or in any way given out.

By volunteering your name to the list you are in effect offering your services to your fellow 356 person in time of need. By "your services" we do not necessarily mean that you are/will be expected to drop everything and come to the rescue with tools/parts/muscle etc. but if you can't ... you probably know someone close to the person in need that can! This is what the list is about a listing of "local contacts" in any given area that can help the traveler with information and contacts. You know your area and probably the mechanics, towing services, hotels, parts suppliers, etc. etc. To the broken down traveler ... this information is important!

PRELIMINARY QUESTIONNAIRE

NAME: _____

STREET : _____

CITY: _____ STATE: _____ ZIP: _____

GENERAL AREA (IE SOUTHEAST PA) _____

TELEPHONE - HOME: _____ - _____ - _____

TELEPHONE - WORK : _____ - _____ - _____

TELEPHONE -OTHER: _____ - _____ - _____

TELEPHONE - FAX: _____ - _____ - _____

RETURN THIS FORM TO:

FRED BERNARDO
PO BOX 328
SHILLINGTON, PA. 19607

LATEST HOUR TO CALL YOU AT HOME : _____

356 CLUB(S) YOU BELONG TO _____

IDEAS / COMMENTS _____

The basic concept is to compile a list or booklet of people around the country (world?) who can help out a broken down 356 driver/traveler.....Someone who is totally familiar with his local area..... Roads, hotels, mechanics, parts suppliers, other 356 people, towing facilities, etc. etc. etc.

Once I get some preliminary stuff together I'll decide how to progress. I'll get in touch with you at this time..... In the mean time if you get **any** ideas etc.about this project ... please contact me at 215-777-7923 (late at night until midnight) or by fax at 215-777-1263!!

MOTOR CITIES GRUPPE FALL COLOR TOUR

The Fall Color Tour for 1992 has come and gone, and those of us who attended certainly appreciate the hard work and planning put forth by Barb Skirmants. Not only were we treated to the usual good food, conversation, and camaraderie, but we also had some history lessons on Ohio wineries and the art of making wine and champagne.

On Saturday, October 24th, we gathered at the Pier House Restaurant in Monroe for lunch. The types of cars and their drivers were as follows:

"A" Coupe	Vic & Barbara Skirmants	"C" Coupe	Jerry & Carol Jones
Speedster	Jack Chamberlain	Speedster	Tim Walls
	& Nancy Easterly	Karmann HDTP	Don & Judy Marrah
"B" Coupe	Fred & Bonnie Shell	"B" Cabriolet	Tom & Melodie Youk
"C" Coupe	Ted & Lanita Dunham	"C" Coupe	Sebastian Gaeta
"SC" Coupe	Joe Johnston (and Son)	"SC" Cabriolet	Burt & Sally Davis
"SC" Cabriolet	Ken & Anita Fera	"SC" Coupe	Frank & Rita Malik
Corvette Convertible	Tord & Judy Smedburg	BMW 2002	Tom & Jan Downey

After lunch we motored down I-75 through Toledo to Ohio Route 6, then West (in parts along the water) towards wine country.

Our first stop was at Stuek's Cider Mill where we were joined by some Ohio Registry members (Bill & Joann Busted - "B" Cabriolet, Dave Busted - "A" Coupe, and Fred Uhlman - "B" Coupe). Here we sampled hot cider, apple fritters and locally produced wine. Connected to the mill was a country store which sold, among other things, lawn statues. Lanita Dunham told me they had one of Elvis in there but I didn't venture far enough inside to verify this. We'll just have to take her word for it.

We then headed out to the Firelands Winery where we sampled wine and champagne, but first we took a tour of their winery. Did you know that the difference between sparkling wine and champagne is that champagne is made in the bottle? We all learned this during the tour and can now impress our friends at dinner with this semi-useless piece of information.

The next stop was to check into the Sandusky Sheraton, which we were sharing with a biker convention. Vic and Barbara's room was directly above the drums of the heavy metal band playing at their party that night. Luckily, they were able to get a different room.

After resting for a while, we then left for the "Mon Ami" Restaurant on the peninsula. The "Mon Ami" is a 120 year old winery that has been converted into a restaurant and provides tours of its cellars and antique wine making equipment. Did you know that Ohio was once the top wine producing state and today still ranks fourth?

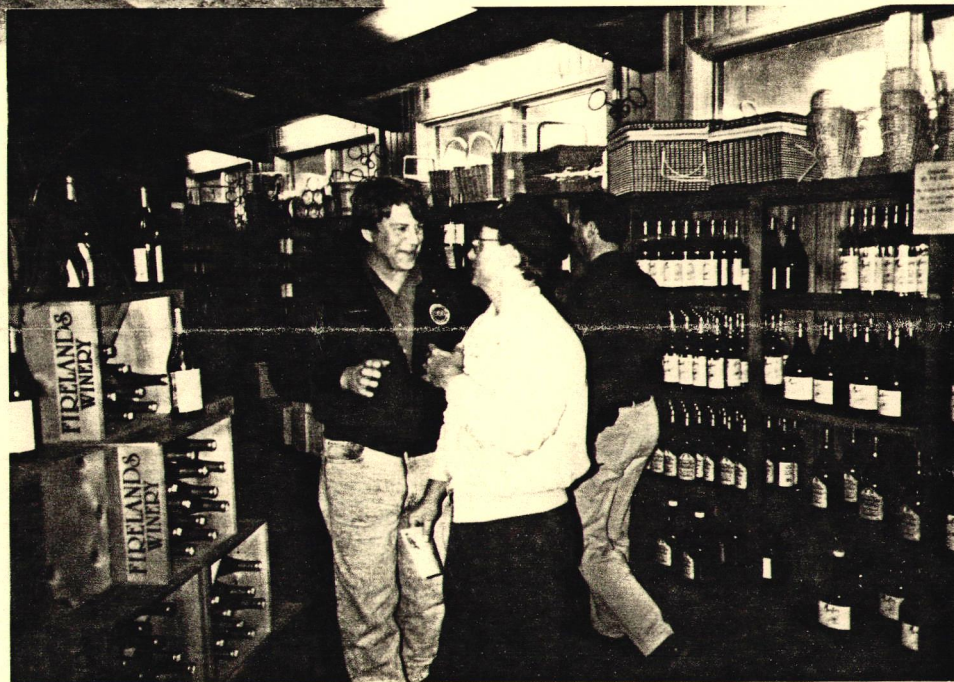
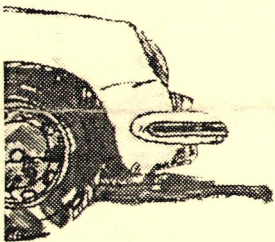
Dinner was delicious and the conversation even better, but the most fun was trying to find our way back to the hotel in the dark. Did anyone make it back without taking at least one wrong turn? I don't believe so. In fact, some of us took such a nice tour of the peninsula after dinner that we went back the next day to actually see where we had been. So, after breakfast on Sunday, some left for home, some went shopping, and the rest of us cruised the peninsula in the light of day. Here we saw a few nice homes on the water, a light house, some twisty roads, and clear views of the islands that surrounded us.

While one group met in Vermillion for lunch, a small group of us headed for home via Tony Pakos in Toledo. Just as we were parking, a guy pulled in driving a 911. He jumped out and asked me "Are those B's?" "No, two A's and two C's" I said. Everyone else scooted for the door. "Wow, those are really neat, but they have Volkswagen engines, don't they?" he asked. I was catching on. "Yes," I said. "Oh well," he said, "They're still Porsches, I guess." I probably shouldn't have done that but it was fun!

On behalf of everyone who attended, I would like to thank Barbara Skirmants for her efforts in putting together a most enjoyable weekend. If anyone has any ideas for next year, please let Fred Shell know, as it's never too early to start planning.

-- Sebastian Gaeta

TOURING THE

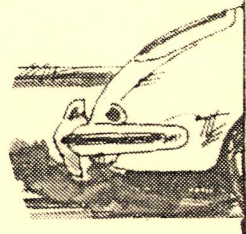
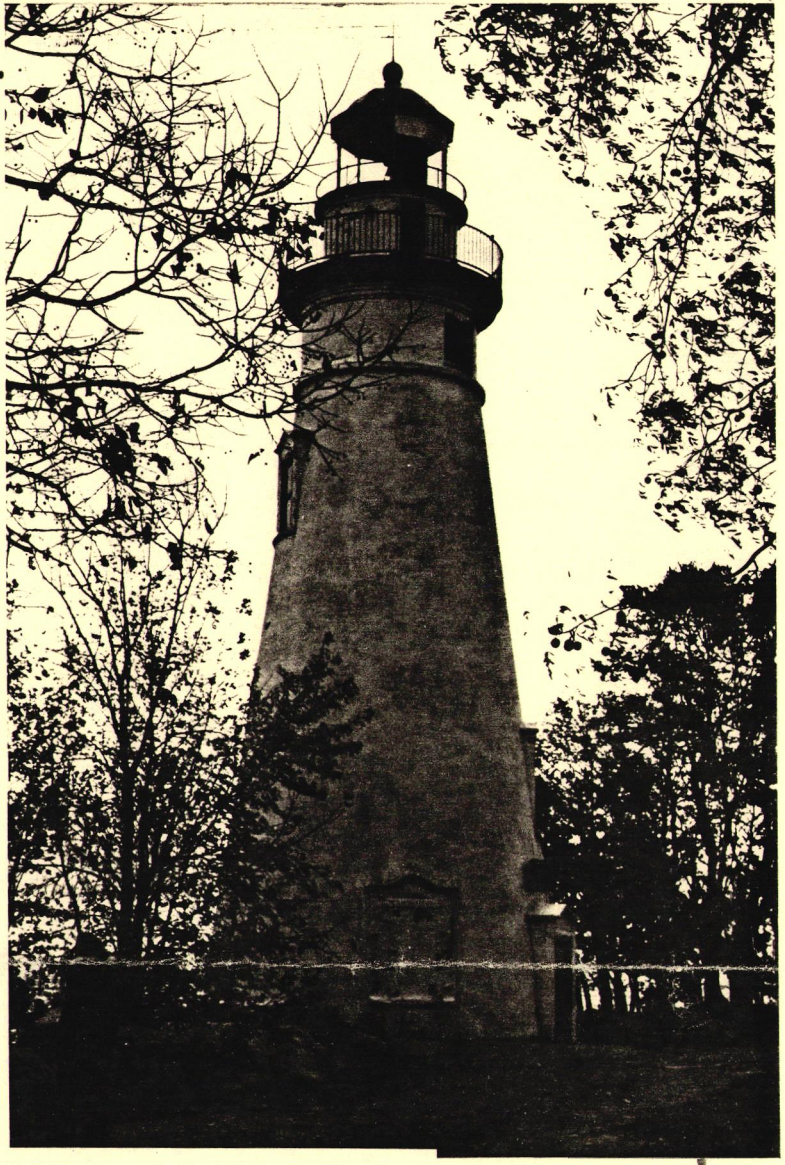


Tim Walls and Tom Youk
discussing car parts!!

ERIE PENINSULA



Marblehead Lighthouse



A LONG WINTER'S NAP:

A Minimal-Mystery Procedure for Storing Your 356

A lot of people 'store' their favorite vehicles for all but July and August; we 356 folks never really store ours, we just park them during the really nasty months. Below is a pretty simple 'how to' that will help your baby to come out of the garage in as good a condition as when it went in.

I am making the assumption here that you do good regular maintenance, that you have had a fairly recent tune-up/carburetor cleaning and that your windshield washer anti-freeze is good to the temperatures you experience in your area. If these are (like so many assumptions) not true, you should put this article away for a few days and make them happen.

When To Do It:

Pick a dry, sunny day, as warm as possible. Temperature is not as big a concern as humidity -- cold is okay, damp is bad. On this sunny, dry day, open the garage and let it dry out.

While you're waiting for it to dry, clean it. Sweep the floor, remove any oil or grease spots, pick up bits of wood, cardboard or other debris - these can attract moisture, insects and rodents which may later end up in your car.

Where To Start:

The first thing to do is to drive over to the best car wash in town -- the one that uses only fresh water and has an undercarriage wash. Spend the extra three bucks and get the deluxe job. Take along some Windex, Armor-All, paper towels, a bath towel, and a chamois. Stop at the high power vacuum cleaner and do the best vacuum job you've ever done (again, spend the extra dollar and the time to do it right). Towel or chamois dry the car exterior, including the door wells, door bottoms, and fuel filler door; wax the car if you have a nice enough day. Clean the windows, interior and seats. Bottom line here is that everything -- body, seats, carpet, windows, etc. should be as clean as you can get them. Any dirt left in or on the car now will be twice as difficult to get off next Spring, and may do damage to the paint or upholstery.

Nice and Clean -- Now What?

Well, now the errands. In order . . .

1st Stop - the local auto parts emporium. Purchase enough oil for an oil change, a new filter, one can of 'dry gas', one can of STABIL or other fuel stabilizer, one spray can of WD-40, some belt dressing and a tire pressure gauge (if you don't have a good one). You can get engine fogging oil too, if you want to -- I don't bother to fog mine for three or four month storage periods. If you can, open your hood in the parking lot and put the belt dressing on the belt (note: some people don't like belt dressings -- do what you think is best).

2nd Stop - Home, after a nice 20 or 30 minute cruise (longer is fine -- remember, all you'll be doing for a while is wishing you could drive it, and it is a nice sunny day . . .). Now is the time to change the oil. Remove the drain plug (preferably the sump cover plate too, if you have gaskets handy) and let the oil drain. While waiting, grease the car, check the brake fluid

and just generally look around to be sure everything is clean and in good order. Two things of importance here: One, drive on the highway for at least 10 minutes to get everything good and warmed up. Two, let the oil drain for at least twenty to thirty minutes. You'll be surprised at how much more dirty oil comes out -- this is my major bitch about 'quick' oil change places.

3rd Stop - The gas station nearest your storage garage. Pull up to the alcohol-free Super Premium pump (or the race gas pump, if you can find it and afford it). Get out the 'dry gas' and the STABIL and put them in the tank. Fill the car full, but not to overflowing. The idea here is to minimize air, and thus water vapor, in the tank. Make sure you put the gas cap back on tightly. Now, pull over to the air pump and inflate your tires to 35 psi. This keeps your tires from developing a flat spot from being parked for a long time.

When Do I Actually Get To Put The Car Away?:

Now. At last, you can drive over to the storage garage. On the way, run the heater for a few minutes to dry the air in the car. Park the car where you can get at the engine compartment. Before you get out, take the paper goods and other things out of the glovebox, door pockets, kick panel pockets, etc. Make sure there is not a cassette in the tape deck (if you've modernized). These items and any tools should be stored inside your house. Close all windows, vents (floor, cowl, etc.), glovebox, ashtray -- in short, make sure the vehicle is closed up as tightly as possible. This prevents unpleasant Spring surprises like finding a new family of mice or spiders. One important one here is to close the floor heater slides -- critters can crawl into your heater channels through some remarkably small holes in heater hoses or mufflers! I put a small glass bowl with two or three mothballs on the floor (and in the trunk) as a further deterrent to potential tenants.

This is important: DO NOT SET THE PARKING BRAKE!!!! Thanks.

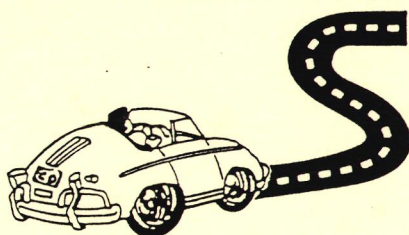
Open the hood (which should be as clean as the interior) and the decklid. These should be dry by now, but if not, wipe up any stray water from the car wash. Remove your tool kit and leather tire strap and close the hood. Get out your WD-40 and spray the carbs/linkage lightly. Close the fuelcock and run the gas out of the carbs. If you are going to fog the engine, do it now and drain the gas out of the carbs.

After things cool down for a half hour or so, cover the engine air intakes (air cleaner "horns", mesh cans or . . .). I use a piece of plastic film and a rubber band on each horn. Use whatever works -- the idea is to seal out moisture and critters. If you have a fan housing without the mesh screen, cover the air intake opening. I also seal my tailpipes since a neighborhood mouse decided my muffler was a good place to store seeds one year.

You're almost done now. Get out your 1/2" and 9/16" open end and undo the battery cables (both of them, positive first). Move them aside and secure them so they won't flip back up and touch the battery terminals. If you have a safe place to store it (cool, dry, up off the floor, away from kids . . .), it is better to take the battery out of the car. After one last loving look, close the hood, put the car cover on and lock the garage door.

Last step -- put this article someplace where you will be able to find it in the Spring. Reading it again will help you remember what you have to undo, uncover, and reconnect.

- - - - Bill Rohrer



Snowshoe 92

AN UPHILL & DOWNHILL TRIP FOR 356's

September 4th, 5th and 6th were the dates of the annual East Coast 356 Holiday at Snowshoe Mountain Ski Lodge in West Virginia. About 150 356s made the varying journeys from all across America. From Maine to Florida, from Alaska, California and Michigan. Most of the cars were driven there, which is a remarkable fete considering that they are between 27 and 40 years old. The parking lot and car clean up area was an aggregate of all makes, years and styles of car and truck, but the Saturday morning Concour sorted out the beautiful 356s by year and body type. The cars sat in the clouds and mist at the 4,800 foot elevation, but judging went forward. That night at the banquet, we were most pleased when Loren and Linda Shook, one of the ten Michigan cars, took 3rd place in his class with their blue 1959 convertible D.

Sunday morning, after a nice breakfast buffet and a "get up in the dark" early morning swap meet (more clouds), some of our group departed for a two day trip home. On the trip to West Virginia, we took Route 250 across Ohio and West Virginia, a real "snake-a-crawlin" road. On the return trip, we opted for straighter roads and stops along the way. Others went on a scenic railroad tour at the Cass Railroad, near the event site, as part of the weekend package. I'm sure they saw the most beautiful mountain scenes.

Quite memorable was Mr. Mike Robbins of Indiana who goes to every Parade and Holiday event, since his inception into Porsches, driving his vintage black 356 coupe.

Those in attendance from the 356 Motor Cities Gruppe were: Vic and Barb Skirmants (President and Tech Editor of the Registry -- and membership chairperson, respectively), Ron Roland (Registry Tech Editor and Porsche Guru), Tom and Melody Youk (Registry Treasurer), Fred and Bonnie Sheill (Gruppe "Leader" and Editors), Loren and Linda Shook, Jack Chamberlin and Nancy Easterly, John and Pam Chatley, Tim Walls and his daughter Trish, Dick and Shirley Goba, and Ted and Lanita Dunham.

The oldest car at the event was a 1951 Coupe with a bench seat and split window. Also a pristine 1955 Carrera II with only 26,000 miles on the odometer, and an early white Continental, many Speedsters, convertibles, and Coupes were on hand for our enjoyment. "What a trip!!!"

-- Lanita Dunham

356 ONLY!

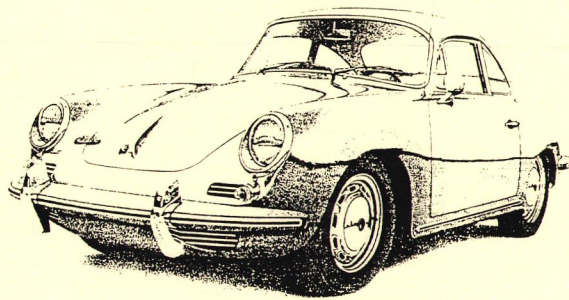
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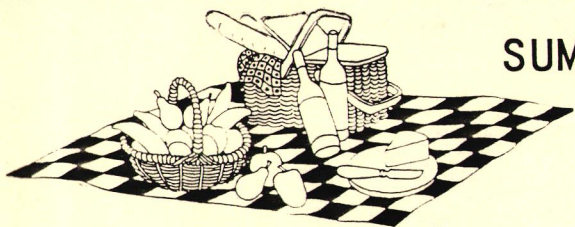
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SUMMER FUN -- FAMILY PICNIC

Judy and Tord Smedburg hosted this years' Family Picnic. A large shady yard, complete with a stream and fishpond was an ideal setting for the dozen or so honored guests (356s of course).



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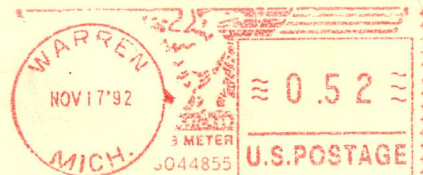
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MOTOR CITIES



469 Ft. Dearborn, Dearborn, MI 48124

FOR
1514



John Burchfield, MD
5107 Chatham Valley
Toledo OH 43615

