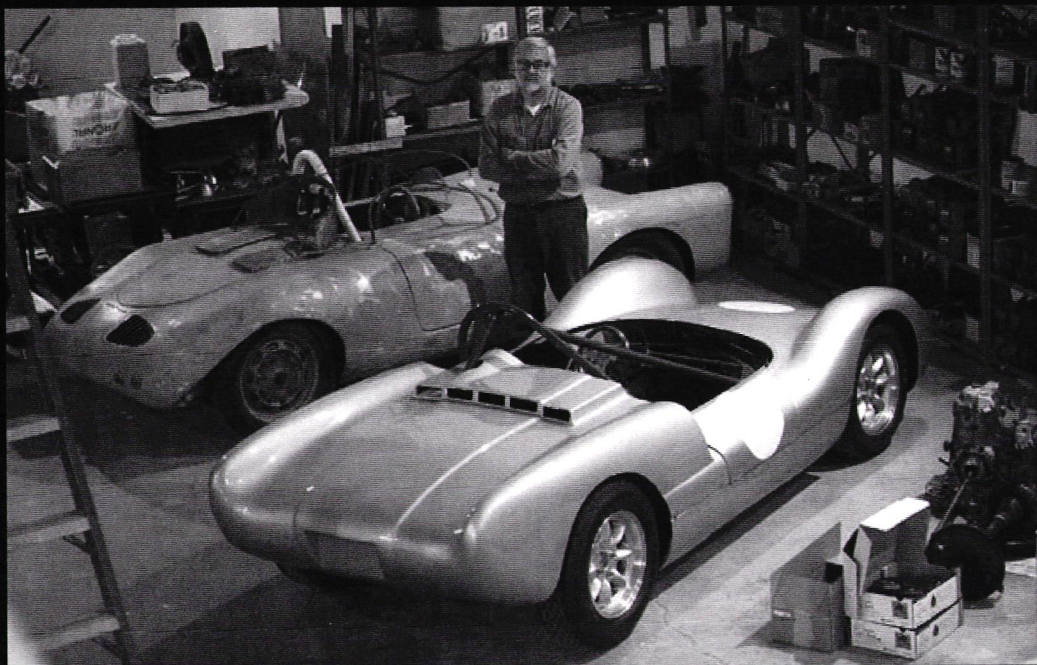




AusPuff Roar

Feb/March 2006



Sebring Endurance Challenge - March 2005

On The Cover

Congratulations to Vic Skirmants on his 600th career race at Sebring in March of 2005. The plaque was presented to him at our annual Holiday party in December.



The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe are \$20 per year due at the first of each year. Advertising rates per issue are as follows:

Business card size—\$10,

Quarter page—\$25, Half page—\$50,

Full page—\$85.

Please send membership dues or change of address to:

Barbara Skirmants

3359 Kings Mill Road

North Branch, MI 48461.

Please send materials to be published or advertising copy to:

Dick Beecher

beech356@chartermi.net. Or mail to:

2487 Misty Lane, Davison, Mi. 48423

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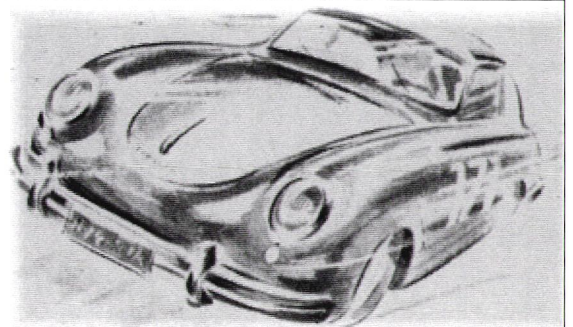
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PRESIDENT'S LETTER



This is my last column as President of the 356 Motor Cities Gruppe. At the January 21, 2006 Board of Trustees Meeting, we performed our annual year-end review of our events and finances, and appointed Mike Heilmann as our new President. I was most fortunate in having a dedicated Board of Trustees and very energetic Officers, which allowed for a year of successful events over the course of 2005. Please continue to provide Mike the same level of support and assistance you did for me.

I think we can expect the same high level of involvement by the new Board – with a carryover of Michael Heilmann, Tom Hudson, Heath Hurlbert and Barbara Skirmants, and Dave Preston replacing Bill Rohrer. Welcome aboard, Dave!

Immediately after we adjourned the Board of Trustees meeting on the 21st, I convened another of many Planning Team meetings gearing up for the 2007 East Coast Holiday Planning Team.

Other members of the Team are Dick Beecher, Ted Dunham, Heat Hurlbert, Harry Kurrie and Barbara Skirmants and all have been busy laying out the groundwork for the makings of the best 356 Holiday since the 1998 Holiday in Troy, Michigan. We have developed a comprehensive work plan and schedule, and are beginning to make some real progress. I will still be writing a regular column in AusPuff Roar, albeit as Chair of the 2007ECH. We will keep you informed of our progress, provide tidbits of the event as it starts to unfold. We have already been getting some wonderful ideas from many of the members, and I encourage you to continue to feed us your thoughts on how to best present the 356 Motor Cities Gruppe and Northern Michigan to the rest of the 356 world!!

Keep warm and see you the next event,

DAVE PETERSON

The 2005 Christmas party was held at Canterbury Village in Lake Orion. Seventy one Gruppe members and guests attended the event. By all reports, after moving around for a few years, it appears that we have



found a home that was enjoyed by all. Thanks to Sue and Dennis Denyer assisted by Barbara and Dick McLaughlin the decorations were festive and the party was a great success.

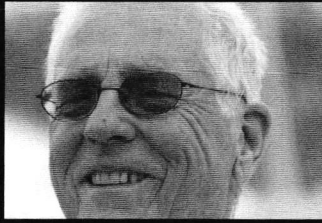
One of the highlights of the evening was a presentation of a beautiful Plaque designed and crafted by Dan Christie given to Vic Skirmants to commemorate his 600th career race.

The annual auction was spirited with a good selection of items donated. The auction netted \$2,397 for our treasury. The proceeds from the auction are the primary source of funds to produce our newsletter, the AusPuff Roar. Every ones participation is appreciated so we may publish our newsletter without the necessity to solicit donations or fill with ads.



Annual Holiday Party

EDITOR'S LETTER



Winter is upon us and we are going to try and "tough it out" by not taking our usual two month southern trip. Its only January and I'm not sure if I like it. Recently on a Saturday morning I left home early to go down to Neil's Stuart Tool for the usual gathering of auto, political, life, and philosophy experts. There

was a light dusting of snow when I pointed the Mini southward and didn't appear to be particularly slippery. I stopped for gas a few miles down the road and when I left I experienced a little wheel spin although the roads didn't appear snow covered. However you have to take into account the awesome power of the Supercharged Mini.. When I reached I75 the traffic was moving at what appeared to be normal speeds so I got on the interstate to continue. Traffic seemed to be either running at 40 to 50 mph in the right lane or the usual 80 in the left lanes. When I accelerated to pass at 45 the Traction control came on and the front wheels started to spin. Later Dennis Denyer agreed that even in his sure footed Yukon, 45 was about the max speed. When I got closer to Troy, the radio started to report road closures for accidents due to

(Continued on page 5)

MOTOR CITIES GRUPPE 2006 CALENDAR

February 25 —LA swap meet

March 11—356MCG Bd Mtg - Logans

APRIL 8 —SEM Garage Sale -Cooks
22—Hershey Swap Meet
29—Munk's Tech Concour
prep. -Fred Young (SEM event)

MAY 13—356MCG Bd Mtg - Logans
7th—Spring Tour & Garage Crawl at
the Rohrer/Gaeta Auto Union Garage.
See next AusPuff Roar

JUNE 9-10—Stoddard Swapmeet
17-18—Bay Harbor Concours 30-2
30th-2nd—SEM Gingerman Club Race

July 8—356MCG Bd Mtg - Logans
23—Summer Picnic (Skirmants)

August 6-13 Porsche PCNA Parade,
Portland, OR.
12 SEM Detailing tech @
Munks
17-20 Mid Ohio, Porsche featured
marque
17 Woodward Cruise
(Peterson's, Royal Oak)
20 Meadowbrook w/ Porsche cor
ral

September

6-10 356 Registry W. Coast
Holiday @ SnowMass/
Steamboat, CO.
7-10 Watkins Glen
9 356MCG Bd Mtg - Lo
gans
16 Munks Oktoberfest
24 Drive Your Porsche
Day-Ferry's Birthday
(18th) -356MCG
Gruppe/SEM event

30-10/1 FallColor Tour

November

14th 356MCG Bd Mtg

December

3rd 356 Christmas Party @
Canterbury Village
9 356MCG Bd Mtg - Lo
gans

June 26 –July 1 *2007*
East Coast Holiday Boyne Highlands,
Harbor Springs, Michigan

2007 356 REGISTRY EAST COAST HOLIDAY

Remember the first year in your first Porsche!

This will be our fourth Holiday, with the most recent in 1998. Translated, that means that we have many seasoned veterans of past Holidays as well as new folks that have not yet had the privilege to serve other Porsche owners at a Holiday Listed below is a tentative list of Holiday planning and execution activities. Please review and be ready to volunteer your services and specify Holiday activity interests.

Financials	➤	Goody Bags, Shirts, Gifts	➤	Hotel Facilities	Publicity
➤ Legal		◆ Design & Art Work		◆ Rooms	◆ Holiday Web Site
➤ Registration		◆ Manufacture		◆ Meals	◆ 356 Registry Magazine Ads
➤ On-Site Activities		◆ Packaging		◆ Banquet	◆ Advertising in Other Venues
◆ Tech Sessions		◆ Sales		◆ Storage	◆ Art Work
◆ Literature/Model Meet	➤	Driving Events		◆ Overflow Rooms	➤ Sponsors
◆ Concours		◆ Routes		◆ Car Wash, Parking	
◆ Swap Meet		◆ Logistics	➤	Northern Michigan Things to Do	
		◆ Maps & Driving Times	➤		

black ice and freezing rain . As the Saturday morning group arrived there were many reports of accidents and cars in the ditches. Winter driving in Michigan. By the time I left to return home warmer temps and copious amounts of salt had cleared the roads of the ice. .

Many years ago when we belonged to the Northeast Michigan Region of the SCCA , winter was just another opportunity to enjoy our cars. We had "Ice Runs " on frozen lakes and "Snow Runs" on open fields. These were timed events where everyone drove their sports cars. Only one of our members had an Irish Green Porsche 356C which he drove as his every day car. As I recall the Porsche with its standard 165-15 Michelins did quite well in the snow. I have never driven any of my 356's in the snow and I don't think most of us would until the first spring rains have washed the dreaded salt off the roads. I often wonder how it was to drive a 356 on a daily basis all winter with the somewhat marginal defrosting and heating systems. My 53 Alfa had a tiny heater core which would put out about as much heat as blowing over a candle flame. When I participated in a snow run on a very cold day I let the car run all day to keep a little warm. When I think of it I ran a rare [796 produced] aluminum bodied Alfa over a somewhat rough snow covered field at some speed. But it sure was fun. The cover of this issue features a beautiful piece of art by Dan Christie to commemorate Vic Skirmants' 600th career race. Along the way to this milestone Vic won many SCCA national class championships as well as being recognized by Porsche for five years in the Porsche Cup North America. The top winners in the Porsche Cup were awarded a trip to Germany . One year Vic was second only to John Andretti. The story of Vic's Porsche Cup experience deserves more space then this letter. Look forward to an article in a future issue.

. The presentation of the 600th career race award was made at the Christmas party. You will find pictures of the presentation in this issue of Vic and appropriately , Barbara , who is an important part of this winning team. If you have ever attended a race you would

see what I mean as Barbara times and records each lap , checks tire pressures after each race as well as keeping everything running smoothly in the paddock. At the end of each race the Skirmants' motor home becomes a gathering place for friends and fellow racers. Vic is the 356 racing "Guru" providing technical help and advise for other racers. Barbara is the complete hostess providing great snacks and refreshments for the visitors. Our congratulations for past victories and wishes for many more in the future.

We continue our series " Remember your first year in your first Porsche?" with David Preston's account of his experience with the purchase , the trip home and restoration of his first Porsche. We're glad David decided to buy a Porsche instead of a Morgan as he is getting involved with Gruppe events and will already be a member of the Board . Take particular note of the two before and after photos with the article. The picture of the coupe on the first day home is not of a neighbor that happened to come by but is the same person with the restored car two years and 50 lbs. later. While his car was being restored David went through a restoration process of his own with exercise and proper diet to achieve the great results we see in the photos. David continues his healthy regimen on a daily basis . Our congratulations. I'm looking forward to another occasion for congratulations. It seems that after many years of inactivity Gerald Van Vliet's Stealth Black B coupe may be ready for the road. There has to be a story about that.

We look forward to receiving your story to continue our "First Porsche" series We have room for more than one per issue, so don't hold back, send us your contribution. I know you can't possibly have anything better to do as it is cold and ice covered out side , or gray and raining or snowing or foggy or...

DICK BEECHER

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Left and right sides. 356 A,B,C
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- UPCOMING EVENTS -

Sale Month - February 2006

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June 9, 2006

Literature/Toy Meet

June 10, 2006

19th Annual Porsche Swap Meet

Both events held at Stoddard Imported Cars

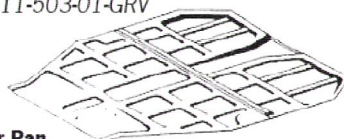
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NLA-501-086-06 (right inner)



Longitudinal Member

Left and right sides. Jack receiver not included. 356 A,B,C Left shown \$54.65
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NLA-501-018-00 (right)

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In memory of Gottfried, the Motor Cities Gruppe has donated \$1,000 to the Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College (Gottfried's parents).

If you desire to personally contribute, make out your check to "Albion College", noting the above Scholarship Fund and send to Gottfried's sister, Mrs. Inge Baumgartner, 411 Darrow Street, Albion, Michigan 49224.

MICHAEL G. HEILMANN P.C.

ATTORNEY AT LAW

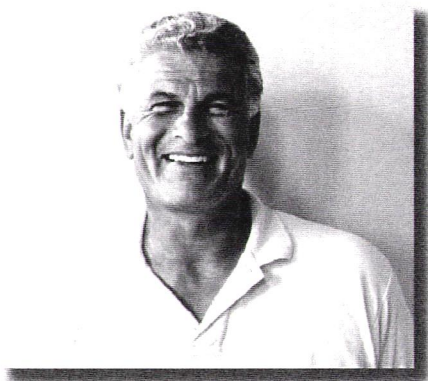
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Remember the First Year in Your First Porsche!

I am sure that our first year in our Porsche 356 is not uncommon compared to other first year owners. It could have been a much easier first year for us, but I (not my wife Mary) tend to put the cart in front of the horse. It was a year that at times was both troubling and great fun.

It was the spring of 2001 and I had just sold my 1976 L82 Corvette, for which we were the original owners. We owned the Corvette since it was new, and with some engine and emissions modifications, it ran great. But in my heart I always wanted a Morgan or a Porsche 356. After researching Morgans, I decided there was not enough of a support group, so I decided to get a 356, which was my first choice anyway. But I did not research the 356 support groups – I just went ahead and started looking for a 356 and quickly found one in Indiana. Just as quickly and with no real knowledge I bought it! Hey - it looked pretty, and the few basic things that I could check out, looked good to me. It was billed as a correct color (Ruby Red) 1964 C Coupe.

My wife Mary and I flew down to Indianapolis, to pay for our new 356 and drive her home to Rochester Hills in Michigan. I had dreams of a nice cruise home on back roads, stop along the way and have lunch and maybe check out some of the small towns. After all, I had test driven the car a few days previous to picking her up, so what could go wrong? It was a very windy, stormy spring day and we had only been driving about an hour, but it was time to stop for lunch. Mary opened her passenger door, the wind ripped it from her hand, slamming it open. There appeared to be no damage, so we closed the door and proceeded to go have lunch. After lunch, she went to open the door, and it would not open – she had to crawl in the car through the drivers' door. To this day, she thinks that I blame her for "breaking" our new car (Ted Dunham ultimately discovered that the "thumper" had fallen down inside the fender well and prevented the door from opening). That was just the start of our first cruise problems. My dream car leaked oil like a garden hose, every mile I drove it seemed weaker and weaker, when it rained the wipers barely moved and the radio came on, but produced no discernible sound. Many hours later we limped into our driveway, and you'll a picture of me standing next to the car, with not the most enthusiastic look on my face. I felt like we were very lucky to have made it home!

I finally figured out that there was a 356 support group called the Motor Cities Gruppe, which lead me to Vic Skirmants and so I

called him. Vic didn't know me from Adam, and politely and sympathetically told me that he had no time to look at my car, and referred me to Ted Dunham – which was a God send, from a mechanical and personal standpoint. Ted was cautious, but agreed to look at my car and see what he could do. So, in a few days, I fired up my 356, and headed out to Ted's. I live in Rochester Hills, and as everyone knows Ted and Lanita live in Milford which to a certain degree is a pretty fair distance from Rochester. In our 356, at this point in time, it seemed like I was going to California. By the time I got to Pontiac (about 10 whole miles) I was in trouble. The car would not idle, had very little power and I felt like if I had to stop, I'd lose her. Naturally, this was all occurring during rush hour and it was a very unusually hot spring day. I was sweating bullets. Somehow, I made it to Ted's, and the car literally died going in Ted and Lanita's driveway. I coasted to a fairly convenient spot, Lanita was outside and Ted was not at home. Lanita said to just leave it where it died - she was very reassuring that Ted could help. She asked me what color it was and I proudly told her it was Ruby Red - I was desperately trying to show her some type of knowledge about 356s.



Lanita said it looked very nice. But I thought; if she has to ask what color it is, maybe it's not quite right.

Shortly thereafter Ted arrived, and we shook hands, and then he asked me what color it was – now I knew I was in trouble. Ted said, "well, it's not any Ruby Red I've ever seen". What little bubble I had left, was burst! We sat in Ted's yard, and he explained the MCG and a lot of basics about the car. He

told me to leave it with him and he'd start looking things over and call me. I explained to Ted that I was not mechanical beyond changing the oil. A few anxious days went by, Ted called, and the list of things that needed to be done was pretty alarming. Ted discussed with me a lot of cosmetic errors, as well as really "must fix" mechanical problems and some serious safety problems. We decided to start with the safety and mechanical problems and blend some cosmetic corrections as time went by. Time and money! We all know that Ted rates are very reasonable and he is an exceedingly good friend to all of us. But even with Ted's rates, the money I spent that summer and for really the next year was disturbing – disturbing that I had been taken by this guy in Indiana, so blatantly. Eventually Vic fit me in for a quick Carb tune-up and that put me over the top – the car ran great. Yes, there were several points in time during that first year that I definitely thought to myself that maybe I should have spent some time finding someone qualified who could have INSPECTED the car for

me, BEFORE I bought it! (Cart before the horse that I mentioned earlier).

Of course the good news is that we met Ted, Lanita, Vic, Barb, Dave and Barb Peterson, Sebastian, and so many other great friends that first year. They commiserated with me, counseled me, helped me, and but most important became our friends. No one ever rubbed my nose in the fact that buying this particular 356 was probably a mistake, and Ted always found gracious ways to point out the problems that I had purchased. And the car got better, much better! So much so that Mary and I took it on the 02 Fall Color Tour the next year - the year that Mike & Maureen Heilmann hosted that great tour. The car ran great, and from a mechanical and safety standpoint it sure wasn't the same car that I had purchased. Along the way, Ted taught me how to do some of the basic maintenance as well. The Fall Color Tour built up my confidence in our 356 so much, that the car become a lot of fun - the fun I had wanted, since deciding to get a 356.

But I wasn't done!

During that first year Ted and I talked frankly about the cosmetic side of the car. It hadn't taken me long to figure out that the car was neither Signal Red, nor Ruby Red. (The Kardex calls for it to be Ruby Red). But Ted pointed out many disturbing aspects as to what may be under whatever red color it was. And the track record of the "restorer" that I had bought it from lead me to believe that there were still a lot of hidden secrets underneath that questionable, but pretty red paint job. Ted once again gave it to me compassionately, but straight. He said that to do it right, would mean putting more money into it, than it was probably worth - a common issue for restorations. He suggested going to a restorer, if I didn't have any time to devote to it myself and if I did go to a restorer, get some recommendations. As many of you know, I did decide to have it restored, and I did find a restorer who has a great reputation: Jim Hahn at Klasse 356 in Allentown, PA. (They have

worked on Brett Johnson's cars). It took too long, (2+ years) cost a lot more than expected, but came out very nice, and in the correct color! There certainly were lots of very bad areas that if not repaired, would have become issues very soon anyway. That's all behind us now - we got her back in late June 05 and spent the rest of last season getting to know her again. I took her on our last (05) Fall Color Tour with our MCG club, and she preformed magnificently (especially after Vic taught me how to start her properly!)

Amazing how things can turn out so good, if you do them in at least a somewhat planned and sensible sequence, thus avoiding putting the cart before the horse! And I learned not to be embarrassed to ask much more

knowledgeable friends on how best to do something.

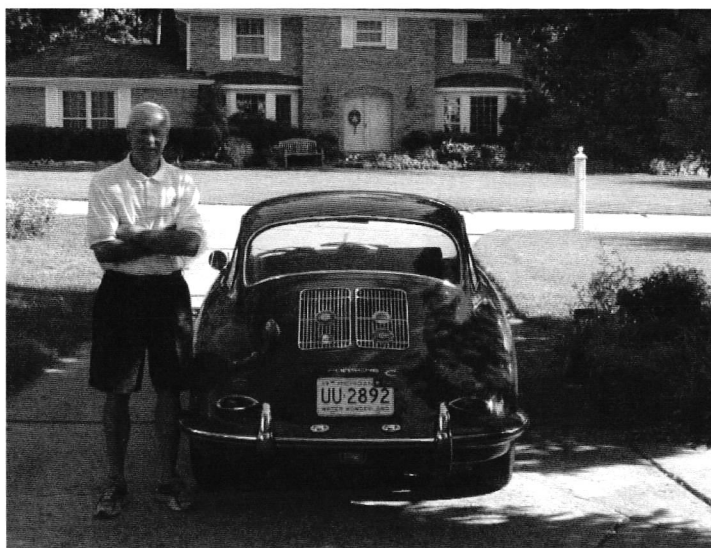
This car will be ours forever - we don't have any designs on trading up, down or in between - we're very proud of her.

So now you understand the mixed bag that first year; the thrill of buying her, then the almost immediate disappointment of all the repairs, followed by getting to know such a great group of people in our MCG, and finally having her back after a long restoration.

I've included two pictures; one of the car when we limped home that first day, and one of her after we got her back from restoration this past summer - we're both a few pounds lighter, she lost some lead, bondo and rust - I lost a few pounds of you know what!

Thanks to all of you in our MCG, but a special thanks goes to Ted, Vic, Dave Peterson and my wife Mary.

David Preston
Rochester Hills, Michigan



My first Porsche was a 65 Champagne Yellow SC . The car came from Beverly Hills , California It was 1973 What a car. My wife and I drove that Porsche up through New England down the east coast, and back to Michigan. The car never missed a beat. Changed the oil twice and that was it.

The first time I ever rode in a Porsche was in 1960. I was going to prep school in Connecticut . One of my teachers had a Black 1958 Speedster. One afternoon we were talking cars and he asked me if I wanted to go for a ride in his "Pooorsh". That was totally against the rules , but who cared. As we were driving along the Connecticut country side , top down of course. I was hooked. Now , remember , I was only 15 at the time. But that drive is still imprinted in my mind , from 46 years ago.

I now have a 64 C that I have owned for 22 years Love that one as well . Porsche , there is no substitute.

David Flesch Registry member 370



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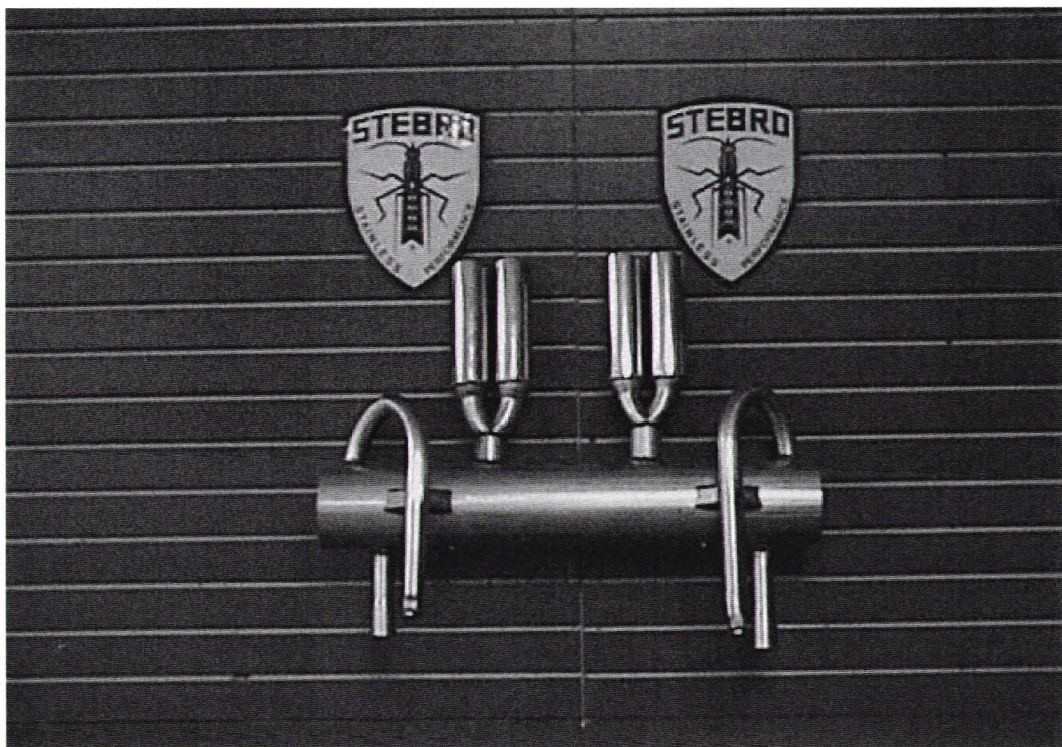
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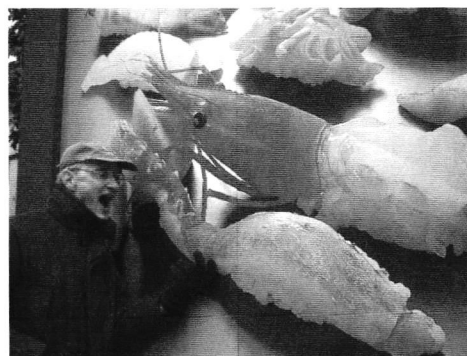
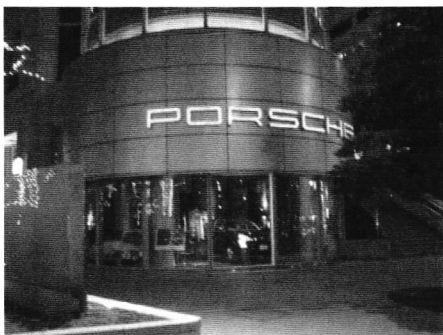


Gruppe member Bill Hallendal has been working with the Stebro company near Ottawa Ontario to have these replica Abarth exhaust systems made in stainless steel for our 356's.

Priced at about \$750 to start, they are manufacturing an initial batch of 20 systems. For more information, call Bill directly at 231-377-9310

FROM THE E-MAILBAG

Hi Sebastian, Happy New Year! Hope all is going well in AA and the Porsche garage is warm and cozy. Looking forward to driving the 356 this spring. Yuka and I are vacationing at her family home in Tokyo for another week. Winter here is mild compared to AA, a bit chilly but no snow and bright blue skies each day. One could easily drive a 356 everyday here if you can afford \$4 per gallon gas. We enjoy bicycling through the local neighborhoods discovering what comes our way. Meantime, I found the Ginza Porsche dealership and a giant Sushi restaurant...check out the photos! Hi to the gang at the garage.. Take Care Dan Mazur



Yet Another eBay Scam

This one discovered by Dave Preston, here is the email that he sent in to the AR staff...

Hi Sebastian – thought you might get a kick out of this. This “car” popped up on E-Bay yesterday – auction # **4607545652**. It seemed quite bizarre to me – a Pre A Coupe for only \$5500. I thought it had to be a scam or if the car really existed, it had to be paper Mache! It was described as an almost perfect sounding. So I sent the guy an E-mail through E-Bay asking him for the Vin, Engine and Trans numbers and if he had a Kardex. Below is the reply I got back – no car numbers of course. More importantly, E-Bay removed the auction last night, for reasons unstated. The supposed seller did actually have a small E-Bay seller rating – something under 50 items, and his rating was pretty good, but for some pretty small ticket items. The whole tone of his e-mail sounds like this may be coming for a foreign origin – the English is not quite right.

He says he is sending me an invoice through E-Bay, which I think will be a scam invoice – since this reply to me did not come to me through E-Bay. It couldn't have come from E-Bay – look at his e-mail address, and E-Bay shut down his auction.

I'll be sure to pay the invoice right away!

Thought you'd get a kick out of this!

David Preston

Hello,

my name is George Silvester and I am the owner of the 1954 PORSCHE 356 pre-A Coupe you expressed interest on eBay. attached are a few pictures so you know what I am selling in case you don't remember from yesterday. i will email you the complete description and, if you need more pictures just let me know.

final price is US \$5,500 as I said on eBay. the car will be sold only if you meet the buy it now of \$5,500. i will not lower this buy it now price under any circumstance even if you come to pick up the car yourself. the registration papers are all ok and it has US clear title. it has all the US specs.

to let you know from the beginning the car is in Medford, Mass. i have a price that might sound low because I am in a kind of hurry and also away from the country with my job and I will not be able to sell the car in person. so I am ok with a lower price than have the car sitting for nothing in the garage till I return. I repeat: the car is located in Mass, US. my only request is that we complete the deal with eBay as a third party. if we reach a deal I will request eBay to be the third party in our sale.

i work by the principle that I don't touch your money until you receive and inspect the goods. i hope that you are ok to make the deal by eBay since this way is the only way that I can move forward.

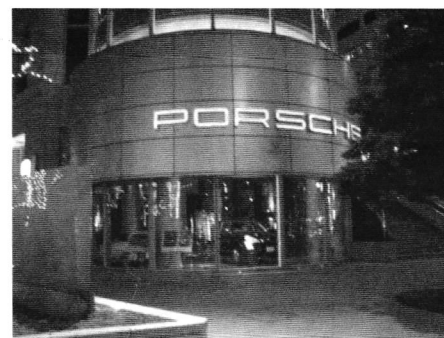
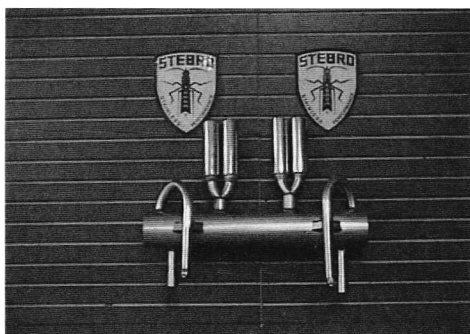
since I saw a strong interest from you and because I need the money I have contacted eBay and asked them to send you the invoice hoping that I can speed things up a bit. please wait for the eBay invoice and contact me after you read it with your questions.

i hope that all this info was enough to start your interest in buying my car and I look for your emails with questions that you might have. best regards and hope to hear soon from you

George

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AUSPUFF ROAR



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