

Auspuff Roar

February 2011

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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 is \$25 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

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356 Motor Cities Gruppe Hall of Fame

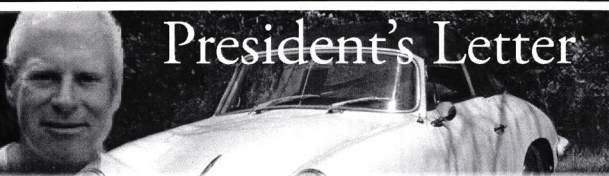
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The only person close to the correct answer from last months mystery car question was Phil Planck. He guessed the correct owner, Ted Stanek, but missed the location. This was taken at the old "Motor Muster" and not at "Eyes on the Classics" as Phil had guessed. Thanks to Gerald for the "unsolved mystery".

On The Cover

Not much you can say....



President's Letter

Hello everyone,

I hope that you've all been doing well. The worst of the winter is behind us (think positively) and we are fast approaching the 2011 driving season which is really going to be fun. Start the season by reviewing the 2011 Event Calendar in this issue and on our website at: www.356mcg.com

Our four major events this year will be exciting. The Spring Tour in May will be a trip out to the Kalamazoo area where we'll go to the Air Zoo Museum, Gilmore Museum and we may have a surprise stop on the way out there. I am told that this will be the first Spring Tour with a Saturday night stay! There is a flyer in this use, and we'll have more details to follow soon.

In August we'll return to the Skirmants beautiful home for the Summer Picnic.

The Fall Color Tour in October will be a weekend drive down into Ohio for some great roads that will provide a wonderful drive. Dave Peterson and Barbara Skirmants are putting together this trip that many of you went on about 10 years ago.

We'll finish up the year with the Holiday Party at beautiful Canterbury.

There are also many great events that are listed on the calendar that you can consider for attendance to fill in some of the holes between our four major MCG events. One of the bigger "non-major event" is the trip to the Vintage Grand Prix at Mid Ohio in June. The one day trip is led by Sebastian; let's try to rev this one up to get it back to "major event" status! I had a great time last year with the group that went and look forward to this for years

to come. And let's not forget Neil's on Saturdays!

One event in April that deserves special attention is the Shades of Pink Foundation walk at the Detroit Zoo on April 16th. This is an event that Harry Kurrie and Barbara Skirmants have asked us to place a special emphasis on with our membership. Please note the flyer in this issue and on our website. This is a great cause and deserves our full attention and attendance. Let's get out and support this important event. Talk to some of your friends and family, put together a group and let's meet at the Zoo!

And of course we will be tracking odometers again this year with the very popular driving contest. See next issue for instructions to be a part of this great year long event.

So, it should be a great season and it will really be fun to see each other.

Dave

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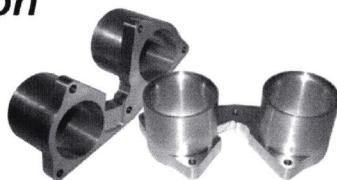
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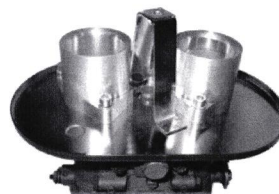
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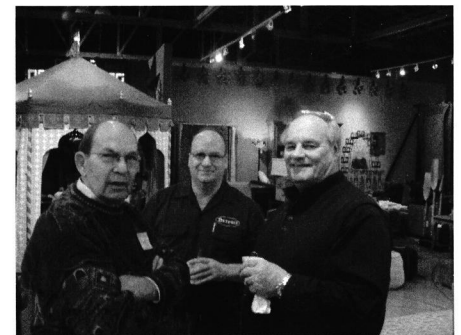


Step 3

Keith Blake: 248-540-3655 or solstacks@comcast.net

MOTOR CITIES GRUPPE

Mid Winter Chili Cook-Off Party



DA WINNA'S!!



The perfect winter break, the annual Gruppe Chili Cook Off at *Leon and Lulu*. Thanks again to Steve and Mary Liz Scannell for inviting the Gruppe to their terrific shop in downtown Clawson.

Someone made a few new friends...



The winners of the Chili Cook Off were Peggy Goldberg, (2nd Place), Nancy Walters and Tom Gasser (Tied for 1st!! Below are the winning recipes from Nancy (Team Woodland Chili) and Peggy (Road Rally Chili, literally ripped from the pages of an old Auspuff Roar and the kitchen of Judi Richards.

Team Woodland Chili

Made especially for the
Motor Cities Gruppe

Ingredients:
2-2 1/2 lbs ground beef, 1 medium onion (chopped), 1 yellow pepper (or green or red) (chopped), 1 Cup celery (chopped), 10 Black olives (chopped), 1 small can mushrooms (chopped), 1 Can Diced tomatoes (28 oz), 1 Can black beans, 1 Can Hot & spicy chili red beans, 1 Can pinto beans, 1 Can tomato soup, 1 teaspoon Chili powder, 1/2 teaspoon parsley, 1/2 teaspoon ground cumin, 1/2 teaspoon pepper, 1/2 teaspoon garlic powder, Add small amount of jalapeno peppers if you like a bite to your chili! (Note: All measurements are approximate – add or delete to taste)

In Large pot - Brown ground beef (drain off fat) Add onions, celery, pepper, diced tomatoes & simmer. Dump in the rest of the ingredients and cook on low heat stirring occasionally.....Or put it all in a large crock pot and let it cook all afternoon!



ROAD RALLY WHITE CHILI

A recipe from Judi Richards

ROAD RALLY WHITE CHILI

As served at the Horsepower Hollow 100
from the kitchen of Judi Richards



- 1 tablespoon olive oil
- 2 medium onions, chopped
- 4 garlic cloves, minced
- 2- 4 oz. cans chopped mild green chilies (or 1/2 cans for less spicy)
- 2 teaspoons ground cumin
- 1/4 teaspoon cayenne pepper
- 1 1/2 teaspoons dried oregano
- 1- 48 oz jar of Great Northern White beans, undrained
- 6 cups chicken broth
- 2 pounds boneless, skinless chicken breast, cooked and chopped
- 3 cups shredded Monterey Jack cheese

Heat the oil in a large stock pot and saute onions. Stir in garlic, chilies and other spices. Add the undrained beans and chicken broth. Bring to a boil. Add the chopped chicken. Stir in the shredded cheese until it melts. Serve with garnishes if desired. The garnishes used at the "Hollow": Monterey Cheese, Sour Cream, Salsa, Chopped Cilantro.

"This recipe serves about 10 people. I tripled it for the rally and as you remember it wasn't enough."

2011 Caravan to the Mid Ohio Vintage Grand Prix

Saturday June 25th, 2011

Porsche is the 2011 Featured Marque!

Join the Gruppe on a one day trip to the beautiful Mid Ohio Sports Car Course to see the Vintage Grand Prix and cheer on your Gruppe vintage racers. Porsche is the featured Marque which means special infield parking and lead role on the parade laps at noon.

We will meet in Northern Ohio and caravan down to Lexington via some beautiful back roads. Everyone is welcome to stay as long as they like, but the caravan returns home just after dinner time.

Look for more information in the April Auspuff Roar, or contact sebastian at spg356@sbcglobal.net





Shades of Pink Foundation Strides of Hope Walk - Saturday, April 16, 2011 at The Detroit Zoo. Registration information coming soon!

Shades of Pink Foundation provides temporary financial assistance to women who are experiencing financial distress as a result of breast cancer.

Whether it's helping with a mortgage payment, the grocery bills, or an insurance premium, Shades of Pink Foundation is committed to easing the financial burden of a breast cancer diagnosis.

As women go through their breast cancer treatment and begin to pick up their life as it was before their diagnosis other issues may arise.

What if....they can't work full time and now have to pay health insurance premiums?

What if...they need help to cover childcare costs as they receive their daily treatment?

What if....the high cost of transportation impacts their ability to get to their treatment center?

Many women with breast cancer need financial help.

That's why we're here.

The Zoo walk, Strides for Hope, is scheduled for April 16, 2011.

To register for this event, go to shadesofpinkfoundation.org

Vic and Barb Skirmants' **356 Enterprises** is a corporate sponsor of this event. Every 356 enthusiast who attends will receive a free PINK 356 shirt to wear and show our support.

Shades of Pink Foundation helps breast cancer patients with financial assistance for the day to day challenges of life, mortgages, transportation, etc. It is local. This really strikes a chord with me, because breast cancer is a very challenging time for the patient and the family. When I took this trip with my first wife, I had a job that paid me nicely and we had health insurance – I was very lucky, but it was still a tough trip, very tough. TO have the distress of breast cancer AND the financial distress combined would be horrible and demoralizing.

This group provides an opportunity for temporary financial assistance for breast cancer patients who are not as lucky as I was, which I think is a great cause.
shadesofpinkfoundation.org

We did the walk in April 2010. It is fun to see the animals then because things have been quiet through the winter and the feel of spring is in the air. Barb Skirmants mentioned the event to us and it turned out to be a lot of fun!

I'd like to get a big turn of the Motor Cities Gruppe to support the cause, to support our friends who are battling or have battled breast cancer. Thanks, Harry Kurrie

Motor Cities Gruppe

Calender of Events



February

12th Third Annual Chili Cook Off
26th Indoor Winter Concours

May

14th - 15th Gruppe Overnight Spring Tour

March

Open- Think Spring!!

June

TBD Stoddard Swap
23rd-26th Mid Ohio Vintage Races

April

16th Shades of Pink Zoo Walk
23rd Hershey Swap Meet

July

TBD Gruppe Picnic

NEIL'SBOOK THE 356A PORSCHE



DOCUMENTED DETAILS
By Neil Goldberg

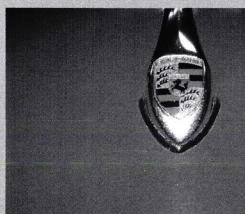
1958 356A coupe #103526 was purchased new in June 1958. For the next 51 years, the car was owned and maintained by just one individual who took great care in keeping the car as original as possible. The car remains exactly as delivered except for maintenance items. This book includes 214 color pictures that document the original manufacturing details of this car.

To order:

www.neils356.com or 248-588-8665

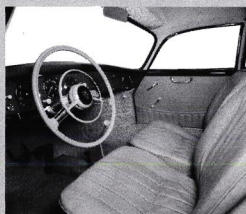
Documentation includes:

neil@neils356.com



Exterior

Paint and Finish Details



Interior

Trim and Upholstery



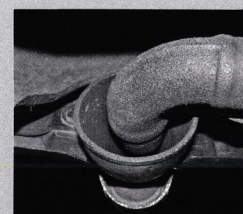
Engine

Engine Compartment



Trunk

Front Trunk Compartment



Undercarriage

Underbody Detail

Motor Cities Gruppe Spring Tour 2011

Saturday and Sunday May 14 and 15, 2011

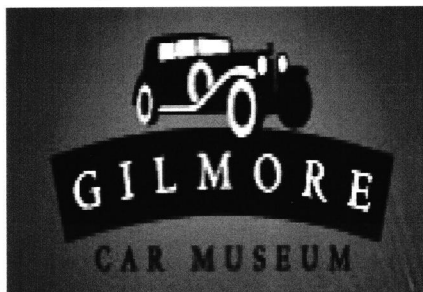
We will meet at a to be determined location in the Ann Arbor / Chelsea area and the caravan will leave early Saturday morning. Our route will take us on beautiful country roads (paved, of course), a possible SURPRISE STOP still in the works, and on to the Air Zoo Museum in Kalamazoo. We should arrive at the museum early afternoon. Admission to the Museum is free, and ride tickets are available for purchase at a nominal charge. Spend the afternoon embarking on a new adventure of time and space. Fly with veterans in the 4-D Theater, ride the Montgolfier Balloon Race, and stroll over to the WWI Naval Aviation Hangar.

[AIR+ZOO] Like No Place
Else on Earth!

Stay as long as you want, we will hand out maps to the next stop, the Gull Lake Inn.

The Gull Lake Inn in Richland is a short 30-minute drive north from the Museum. Once there, we will have a Wine and Cheese party before heading to dinner at the nearby Bay View Gardens Restaurant. We will have a leisurely dinner, ordered from the menu, and return to the Gull Lake Inn for the night. On Sunday morning, the Gull Lake Inn will provide limited pastries and coffee for breakfast.

The caravan will leave the Inn at approximately 9:00 AM for a short but scenic drive to the Gilmore Car Museum. Admission is \$9.00 per person and worth every cent. With a world-class collection of nearly 200 vintage cars, you will have a lot to enjoy.



Spend as little or as much time here as you like, and then start home whenever you are ready.

Details will follow in Marc, but for questions please contact Dave Preston
at 248-656-9671 or dmpreston356@gmail.com

These Roads Were Made for Your 356

Last year, my wife and I drove the entire Blue Ridge Parkway, the Skyline Drive and 'Tail of the Dragon'. What a perfect 356 drive. If you have never driven the Blue Ridge, here is your chance to drive a road made for 356s.

I have organized a four day Blue Ridge Parkway drive for 356s only May 9-12, 2011. It is advertised in the Jan/Feb 356 Registry magazine on page 7 in the Upcoming Events.

Go to www.ultimatedrivingtour.net for more information, registration and itinerary. The event includes two days of driving the Blue Ridge Parkway, one day of driving the Tail of the Dragon, and one day of shopping in Pigeon Forge/Gatlinburg, Tn.

Please do not hesitate to contact me if you have any questions.

Fred Uhlmann
'64 euro sc coupe
euro356sc@hotmail.com
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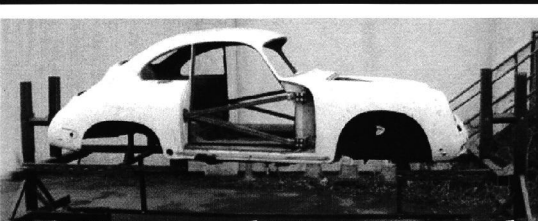


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The Perpetual Home-Brewed Restoration By Phil Planck

In October I wrote about upper engine compartment rust repair. I have been pondering whether to continue on with engine compartment repair, as how much do the few of you still reading this column want to read about engine compartments? But, after seeing that three of us on the 356 Registry forum have done almost the same identical repairs on the rear lower area of the engine compartment I decided it would be worthwhile to review that for you few. Before continuing on I want to mention another good reference book I just finished reading. One would think that all has been written on bodywork and rust repair, but while in a Barnes and Noble while visiting my son downstate I ran across a very well written paperback with lots of great pictures to supplement the text. The title is "Automotive Bodywork and Rust Repair" by Matt Joseph. It is 160 pages and retails for \$24.95. Matt shows a neat way for making a pattern using #12 copper electrical wire and solder to make a gridded pattern. This book is very well thought out and would be worth reading if you are considering learning what these articles talk about. Also, I am happy to announce a milestone has been achieved with Foam Car. It's engine has been finally rebuilt and tested out in our 55 coupe by breaking it in on a trip to the ECH in Cleveland last September. I still have a few minor carburetor issues that I will work on this winter, but I am very pleased with it's performance. This was originally a S90 engine, but had NPRs and 912 heads installed prior to my purchase. It now has AA piston/cyl, 912 crank and a Norris 331s cam along with rebuild of the 912 heads. Thanks to Vic Skirmants, and a tip from the forum, I was able to use the 200 mm clutch pressure plate combo with my 519 transaxle by having Vic install a ring on the pressure plate fingers to use with my 519 throwout bearing. I did have to add a pedal stop ala the later cars.

So now it's time to get back to metal repair on Foam Car, as I think all of the structural rust is now gone. But, there still is improperly repaired accident damage to be corrected along with creating the nice gaps on all of the openings.

The engine pan (Stoddard catalog term), or engine shelf was pretty rusty on Foam Car so the first step (I did not know it was the first step; I assumed it would be the only step) was

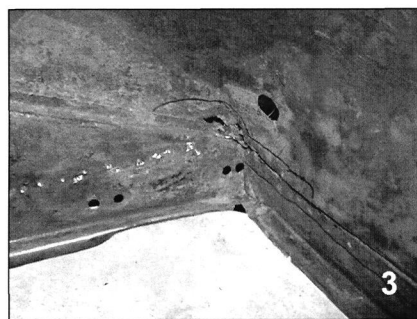
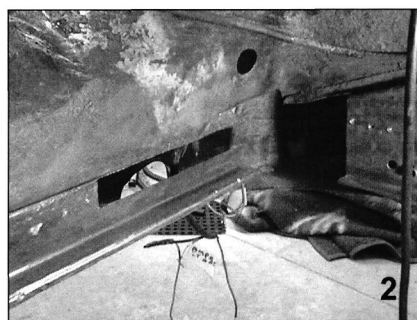
to remove these pans and order repros. Unfortunately, once the pans (right and left) were removed, more rust was exposed along with accident damage to the drivers frame rail where the bumper bracket attaches. Thus, more steps were required. In a future article

on bumper repair (pending prodding on by you remaining few and our editor) I will write about my frustration in getting my repaired bumper (had to make new inner stampings that the brackets attach to) to align with the frame rail on the drivers side. Had I crawled under Foam Car or had a rotisserie I would have seen that the problem was not with my bumper repair but with a deformed frame rail, now exposed when the engine pans were removed. I could look in my log to see if fixing that accident damage was the first area I tackled, but I bet it was as that was one of those "aha" moments and I was just itching to get it fixed. Let me tell you that I could not straighten out that damage with my skill level at that time.

Probably because the metal was work hardened from that damage, I could not flatten it out with a hammer and dolly. This is heavier gauge metal than most of the body, being at least 18 gauge. So, rather than heat the metal to anneal it and probably easily straighten it out, I cut it out and laid it on a flat metal surface where I could whack at it with a bigger hammer. The black vertical mark (photo #1) is the forward cut line. Note also that the weld nuts for the bumper brackets are missing.

Photo #2 shows what it looked like with the bent section cut out, along with some other bad metal. Note that in these pictures the rust has not been removed. This all has to come off before the repaired and patch pieces are welded in. In my case, I used a wire cup brush on an angle grinder to remove as much rust as possible. The metal was then treated with two Eastwood products to stabilize the rust and then top coat with what they call there Coroless primer. I can't find a picture of this metal welded in, but you have seen quite a few of these "after" pictures by now anyway.

Photo #3 shows the area that had almost identical rust on three of our 356s currently being repaired by forum members. My level of finish appearance is bad compared to the other two cars which can be seen on the forum, Tom Perazzo is TIG welding everything and his welds are beautiful and smoothed down even in the areas I'm about to show you, even though you would have to try hard to see them. I smooth my MIG welds some, but not like exterior metal. He also has had his body either



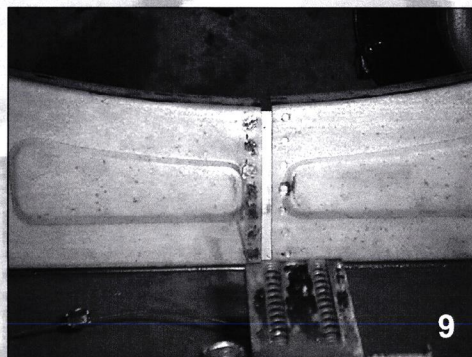
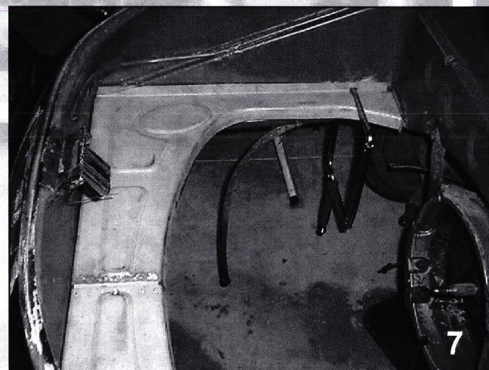
chemically stripped or media blasted, as there is no rust prior to his repairs, just bad metal that needs replacing. This picture shows the bad metal below the engine pan on the passenger side. Weldnuts for the bumper brackets are also missing on this side.

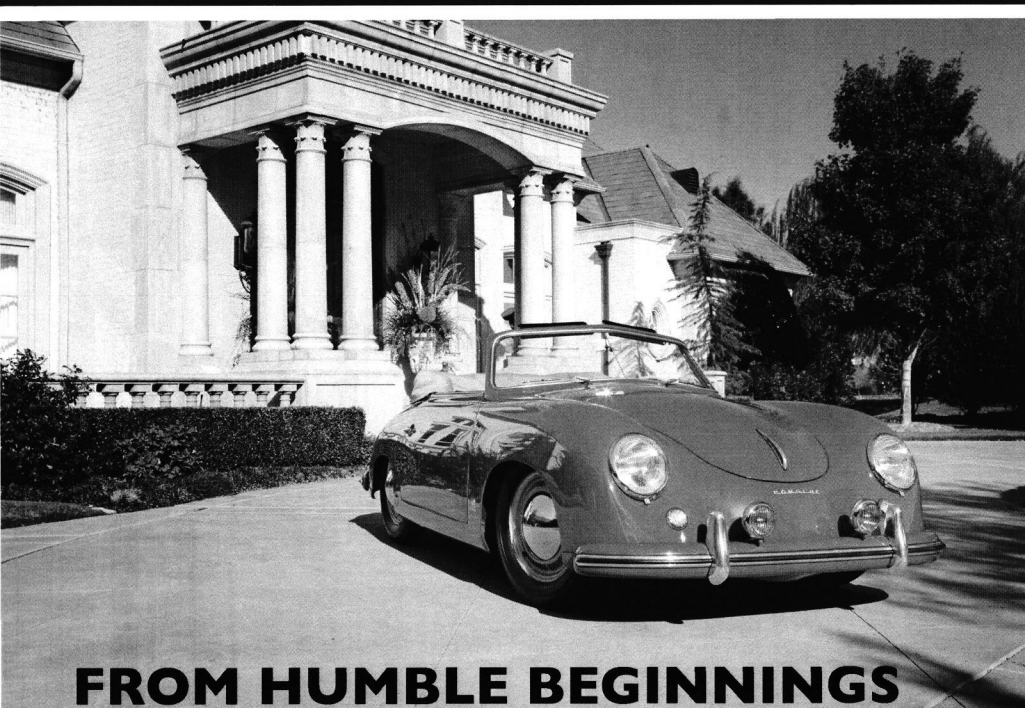
Photo #4 shows the bad metal cut out. And photo #5 shows the patch metal partially welded in along with new weldnuts. Note also the holes that were spot welds holding in the engine pan. These will be very useful to properly position the new pan for welding in. There are probably 15 more small patches that were required to repair this engine compartment.

Now, on to the engine pans. As I said last issue, I was not happy to read that Tom Hudson had to replace his engine pans, as that was an alarm bell for me that I probably was looking at this task also. Now, if you have not removed your engine yet, and there is the infamous misalignment of the engine rear pan and the engine compartment pan, this could be an opportunity to fix that assuming there is no other basic cause of the problem. You will need to measure the difference and note whether the replacement pan will have to be higher or lower. If all is in alignment, then take measurements from several reference points down to the pan so that you can locate the new pan correctly. To remove the old pans, I drilled out all of the spot welds on the sides from inside the wheel openings or into the wheel openings from the engine compartment, as the pan flange faces downward, making welding in the new pans more difficult with the body on jack stands. The complete pan was cut off as close to the body panels as I could get, then the spot welds were drilled out while a sat on the floor inside the engine compartment. The back part will have to be welded in from underneath the pan - ugh. The side flanges can be welded in from under the wheel openings. Here is one side of the pan compared with the replacement pan.

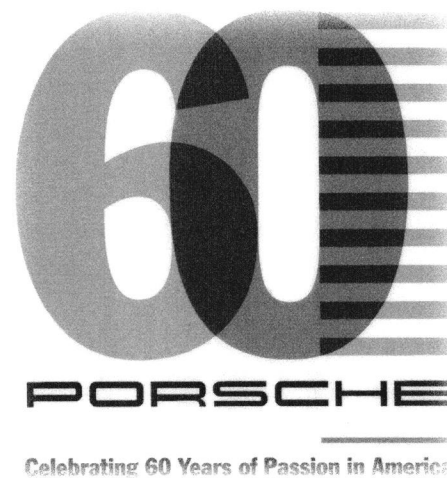
The flange that you can see on the new pan (photo #6) is the rear flange. It faces down. This has been pre-punched with holes for plug welds. The side flange, which faces up was not pre-punched, as the holes in the quarter inner will be filled with weld to attach the sides. You can see that both flanges have been cut off of the old pan to make removal easier. Underneath the rear of the pan is a heat shield that also must be removed. You can see the spot weld holes for the heat shield on the old pan flange that butts up to the engine pan. Of course my heat shield had two major rusted out areas. I would have bought a replacement, except my annual February order to Stoddard had already taken place (20% off for me in Feb.). So, the old heat shield also had to be repaired.

Here is the drivers side pan clamped in place for welding (photo #7). Note that there is a joining filler piece where the two pans come together at the rear. I made my gap identical to the original pans and the filler piece and welds the same as the original. Also note the blue mark at the back corner where the flange is bent over flush with the angled ledge. This is pre-fit as best as possible, then hammered flush and lap welded once the pan is plug welded in place. The front part of the passenger pan (photo #8) is where the wire harness enters the engine compartment. I made an exception to originality by putting a round hole and rubber grommet for the harness to go through rather than the original hole that was formed from the front of the pan with a flanged edge. I had saved that part (laying on pan behind the grommet) to make the "proper" modification to the repro pan but liked my solution better. It is all covered by insulating tar paper anyway. Note also the metal band above the hole to secure the harness. This had to be fabricated and replaced. Photo #9 shows detail of the rear filler piece after welding in place the drivers side. You can see the holes for plug welding on the passenger(right) side. Here are the plug welds (smoothed down) (photo #10) which were made from underneath the rear wheel opening. Using the old drilled out spot weld holes helped to properly position the replacement pan flange. Next time I will write about bumper repair. So nice to do because you can easily position the bumper for welding and can put it on a bench. Actually it's nicer if you don't need to do it at all, but remember, this is Foam Car where almost all areas that could rust, did.





FROM HUMBLE BEGINNINGS AN ICON RETURNS TO THE ROAD

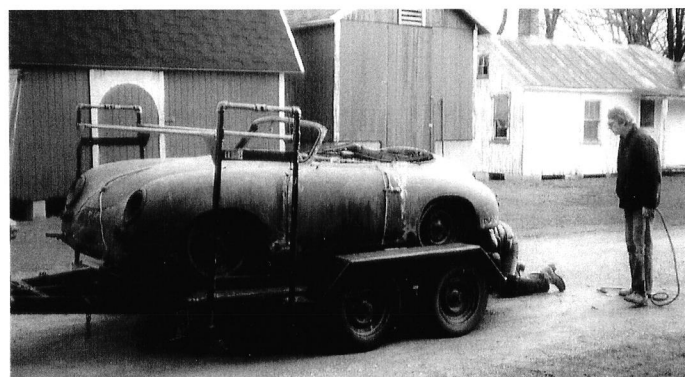


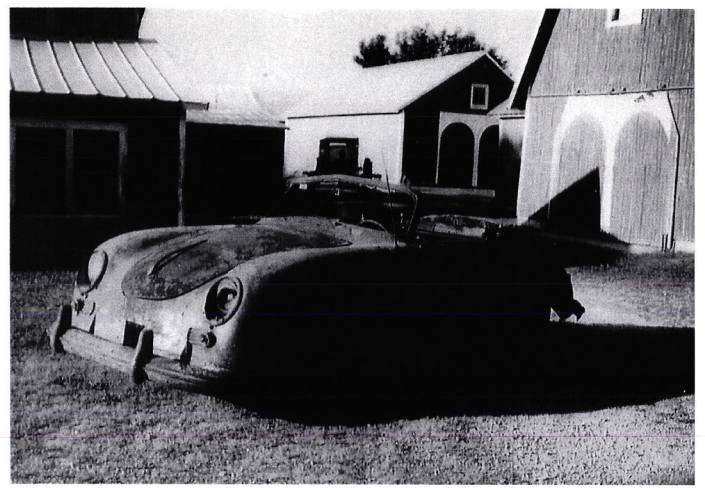
This is a car in the barn story; part ugly duckling and part Cinderella.

Shirley and I joined PCA and 356 Registry in the spring of 1978. We busied ourselves collecting worthy cars needing restoration. We purchased a 1960 Roadster for \$350.00 and a 1959 Convertible D for \$1600.00. Yes prices have changed a lot in 33 years. Shortly thereafter an auction ad in the local paper listed a 1953 Porch (sic) cabriolet to be put up for high bid. This sounded like something we really needed, so we went to check it out. When the day of the auction arrived we registered and anxiously waited for the bidding to start on the cabriolet. It was in a partially burned pole barn. The tops (there were 2) were burned off but the top bows were OK. The paint was burned off the body with ashes were everywhere, and all four tires were flat. The engine was missing, but the transaxle was in place. Both bumpers were there, and a current title came with the car. It looked pretty sad but a lot of people were looking it over. I had to leave the auction before the car came up for bid, but Shirley stayed to bid on it and we decided not to go over \$200. When Shirley arrived home later with a big grin on her face, I knew it was the news I had hoped for. She had the winning bid; in fact the only bid. She had purchased the '53 Porch for \$10.

We went back the next day to pick up the car. I thought the owner would be upset that it sold so cheap, but he didn't mind at all. He had bought it for \$20 and sold the engine for more than that before it burned. We pumped up the tires and towed it home.

Our three jewels sat for three years until a 1957 Speedster came into the picture. With the Speedster needing total restoration, we decided to sell our budding collection so in 1982 we put the '53 Porch for sale in Panorama. The first person to call was from Tulsa, OK and he bought it sight unseen. We sent him pictures and he sent us a check. Everybody was happy, but the car sat in our barn for almost three years with not a word from the new owner. I finally called to see if he was going to pick it up, and he said he had





“He took one look at the car and sold it to a local restaurant to be used as a salad bar”

traded the car on a real estate deal to a man in Oklahoma City. I then called the new owner. He wanted the ‘53 and would pay to have it delivered. Two of our friends took it to Oklahoma City. He took one look at the car and sold it to a local restaurant to be used as a salad bar. The restaurant owner then sold the ‘53 to a salvage yard and bought an XKE JAG to hold his salad greens.

In about 1987, Robert Wilson was looking for Mercedes parts at the same salvage yard and spotted the ‘53. He made the owner an offer and took delivery. In 2001 Bob started searching the world for correct parts and with professional help from Curtis Wheatley, the cabriolet was returned to it’s original new condition in 2003.

End of story ? Not quite. The little \$ 10 Porch had another trick up it’s tailpipe. You see the ‘53 Porch was really a 1952 Porsche

Cabriolet titled as a 1953. In 2010, Bob’s son talked him into sending the number’s on the car to v in reference to it’s 60th Anniversary contest to find the oldest cars that represent each model of Porsche. Under their contest’s guidelines, but not in absolute terms (see Roy Lock’s column in the last AR) it

turns out to be the earliest surviving Porsche ***sold*** in the United States. It has been on the factory web site and will be shown several times at Porsche events.

Not bad for a \$10 purchase.

“You’ve come a long way baby”.

Richard and Shirley Gobba



Indoor Winter Concours Porsche of the Village Cincinnati, OH

PORSCHE



356 Motor Cities Gruppe members are invited to the second annual **Indoor Winter Concours** Saturday, February 26th from 5:30 to 9:00 at Porsche of the Village 4113 Plainville Rd. Cincinnati, OH 45227. The theme is Porsche's latest hallmark, "Porsche Intelligent Performance". We'll decorate the front windows again with as many 356's as we can collect. Are there any 356's, historic or current competition cars, you suggest we invite to the event? You can notify Bruce of your nominations at bharnish@porscheofthevillage.com or (937) 672-9417. Cars can be received as early as Sunday, February 20th.

The event is no charge, but guests are being registered so food and beverage service can be planned. Champagne and light hors d'oeuvres will be served with Chef Dan Knecht

providing a live cooking demonstration. Please RSVP with Amanda at amanda@theautomile.com, or (859) 468-7566. After the Concours we hope you'll join us just a couple blocks away at the National Exemplar for the after-party party. This will be a cash bar. If you're travelling from a distance, we suggest you stay next door at the historic Mariemont Inn: www.mariemontinn.com.

With fifteen or more 356's from Registry clubs, a timeline of fifteen or more historic competition cars, a collection of fifteen or more Driver Education, Club Race, Cayman Interseries, Grand Am, and ALMS cars, and twenty or more late model high performance Turbo's and GT Cars, we'll have plenty of Porsche performance on display. Last year's event was attended by nearly six hundred guests. We hope you can join us for the show.

Gruppe Membership and Website Information

A membership address list is updated and published biannually and is mailed to all members with dues paid to the current date. Please check your address label for the year to see if your membership is current:

Please send dues to:

Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461
Dues are \$25 per year.

Also, please send your current e-mail address to Barbara at:

skirmants@hughes.net

This ensures that you will be kept up to date with important Gruppe information. Also note that your information will not be used for commercial purposes.

You can also go to our website 356mcg.com for current information. Please send any material suitable for the website to Tom Hudson at hudson@chartermich.net

Motor Cities Gruppe Membership Form

Join the Gruppe or renew your membership. Due of \$25 per year include six (6) issue of Auspuff Roar and e-mail announcements for events, etc.

Name _____

Address _____

City State Zip _____

Phone H _____ C _____

E-mail (important!) _____

Please mail this form and make check payable to:

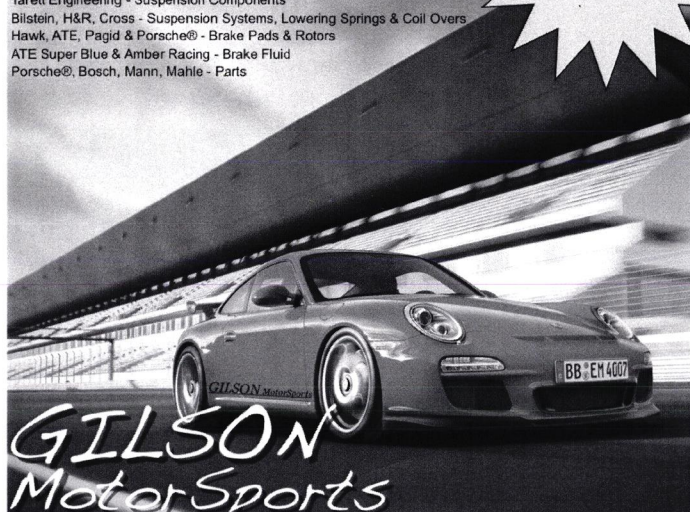
Motor Cities Gruppe
Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461

You may also pay by MC/Visa by calling 810-688-9090 or you can fax this form to 810-688-9091

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356 MOTOR CITIES GRUPPE BOARD MEETING MINUTES Jan 8, 2011

By L. Dunham

Attendance: 4 Board members.

Call to order by President, Dave Preston at 10:00

Open Board Seat: Barbara Skirmants and Dave Preston won the two open seats for 2011-12 In addition; Tom Hudson's open seat has been filled by David Peterson until the 2012 elections. We're very fortunate to have Dave on the Board again. Sebastian Gaeta and Lanita Dunham fill the remaining two seats.

2011 Holiday Party: A review of 2010 party financial results show that we raised over \$2700, on the auctions. It was decided to again have the 2011 party at Canterbury and Dave Preston will contact Dennis & Sue Denyer to reserve Canterbury for the 2011 party.

Financial: Barbara Skirmants has assumed the Treasurer position from Teri Hudson. Barbara updated Teri's spreadsheet report summarizing 2010 finances. Due to expenditures for the picnic and Auspuff, the Board decided to raise dues from \$20 to \$25, to stabilize the dwindling treasury. We still maintain a 20K CD, receiving only .25 % interest accruing, which will be left in the CD account.

Auspuff Roar: Due to Sebastian's work of doing the layout, publishing costs as well as printing costs have been reduced. The calendar for 2011 will be printed in the first issue of the 2011 AR, to arrive in late Jan.

MCG Website: Tom Hudson will remain our Web Master and will post the new calendar to our website as well as other updates.

Membership: Barbara Skirmants reports we need to print about 170 copies of Auspuff, to reach members and comp persons. A discussion of the need for a new member directory was reviewed and passed over.

2011 Hall of Fame: Current HOF members are: Ron Roland, Tom & Melody Youk, Vic and Barbara Skirmants, David Peterson and Ted Dunham. A new inductee was chosen and it will remain secret until the picnic.

3rd Annual Chili Cook-off: Barbara will arrange to be held at Leon and Lulu on Feb 12th. One prize will be awarded. Reserve attendance with Barbara.

Shades of Pink Zoo Walk April 16: Harry Kurrie is the chairman of this fund raiser to assist women having breast cancer and the huge costs related to such a traumatic disease. We all feel strongly that we need to support this event, by participating, especially considering that several of our own members are dealing with this on a daily basis.

Spring Tour May 14-15: Dave Preston and Dick Beecher are re-implementing the plan of the cancelled fall color tour of 2010 for this years Spring Tour. This will include an overnight event to the Gilmore Collection and the Kalamazoo Air Museum.

Motor Cities Gruppe
3359 Kings Mill Road
North Branch, MI 48461

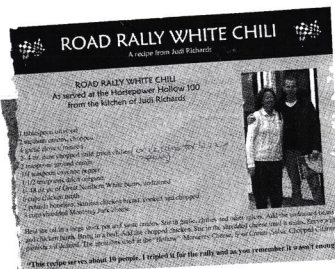


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Member 2011

Visit The Gruppe Online at www.356mcg.com

In This Issue...



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