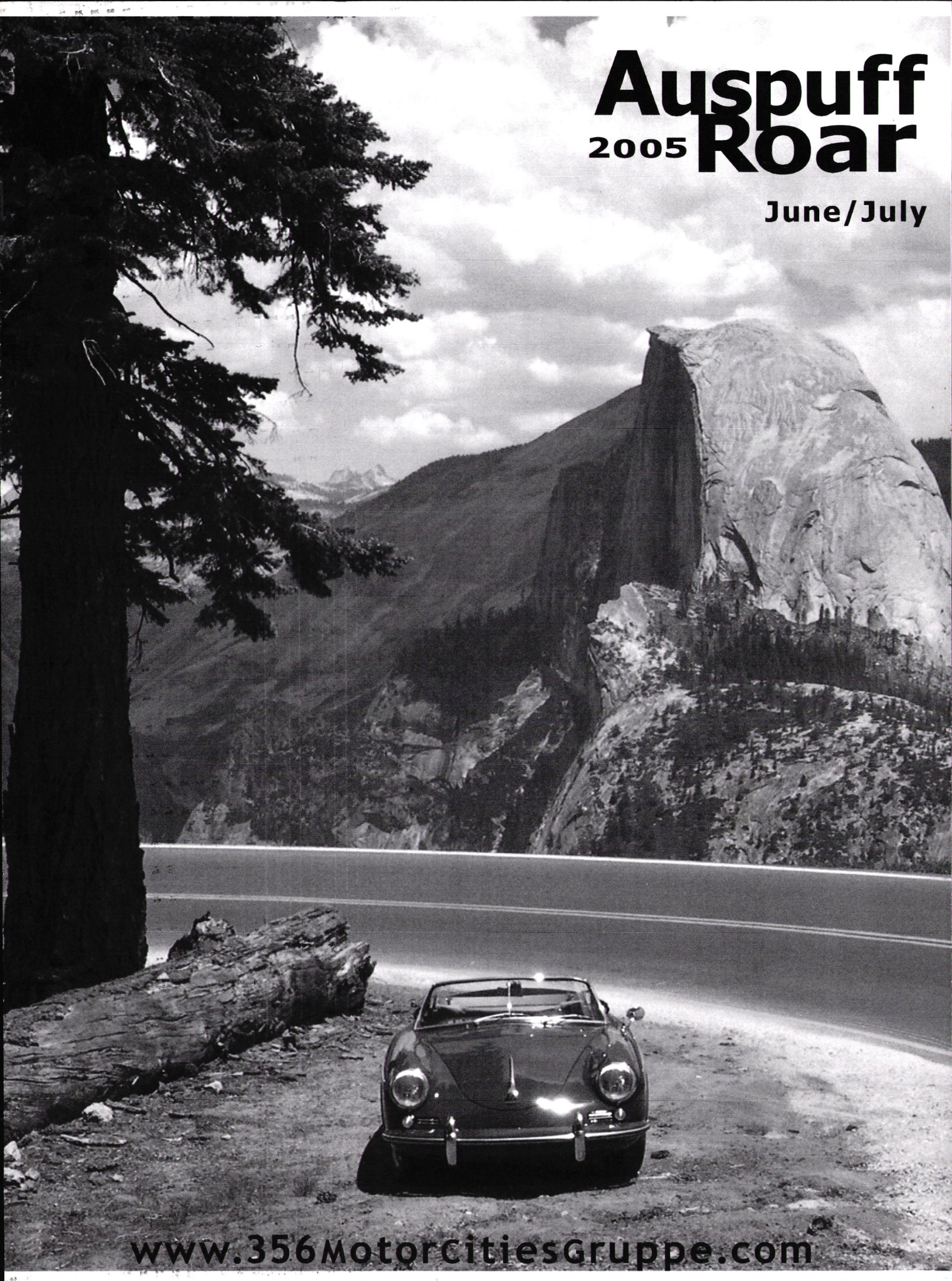


Auspuff 2005 Roar

June/July



www.356MotorCitiesGruppe.com

On the Cover: Dave and Diane Burton's Roadster posing in front of some magnificent peaks on their trip west. See the whole story on page 14.



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

PRESIDENT

DAVID PETERSON

VICE PRESIDENT

BARB SKIRMANTS

TREASURER

GERALD VANVLIET

AUSPUFF EDITOR

DICK BEECHER

ZündFOLGE

BOARD OF

DIRECTORS

MICHAEL HEILMANN

TOM HUDSON

HEATH HURLBURT

BILL ROHRER

BARB SKIRMANTS

MEMBERSHIP

BARBARA SKIRMANTS

AUSPUFF PUBLISHER

SEBASTIAN GAETA

ART DIRECTOR

DAN CHRISTIE

NEWSLETTER

DISTRIBUTION

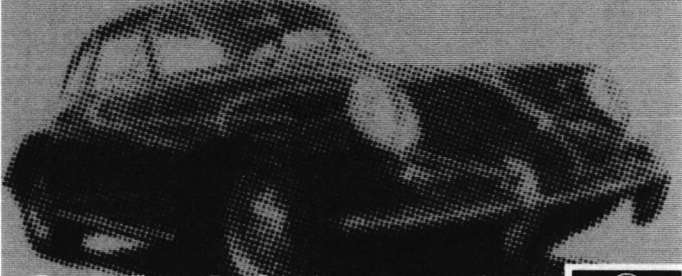
TED & LANITA DUNHAM

WEBSITE

TOM HUDSON



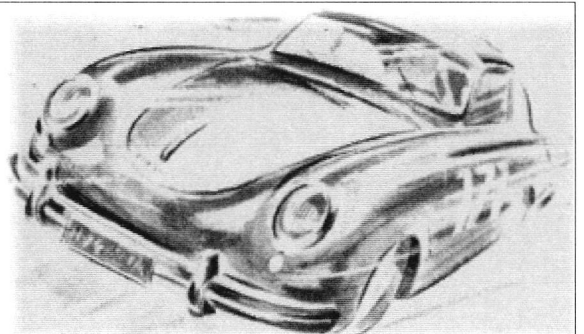
vintage munks
Working harder then ever to
maintain the Porsche experience.



248-335-5424
www.munks.com



356 Mechanic
29 year Registry member
Part Time 356 Work
Bill Demeter 313-331-4104



PRESIDENT'S LETTER



Last month, I began my column with the question, "Will spring ever come?" And the answer is finally – Yes, spring has made it!!

And it really had no choice but come, what with Bill Rohrer and Sebastian Gaeta hosting our annual Spring Tour. There is no way that the weather should have even a touch of winter in the forecast. As I am writing this a week before the Tour, I can only go by what the internet Weather Channel is predicting – partly cloudy and seventy-two degrees. So, as you read this, reflect back to that Sunday and see if the Weather Channel should get a passing grade.

Also as you reflect back on that day, you'll probably recall that your President was missing for the caravan of 356's that rolled down the driveway at a Bill and Sebastian's garage. I was driving back from Kennebunk, Maine to Boston at about the same time you were cruising down North Territorial Road, and a little over half way through a two week jaunt that started in a lovely, little bed and breakfast outside of Washington DC. However, on Monday, while you folks were returning to work or washing your tubs before fitting the car cover back on; Barbara and I were busy walking back and forth among the 1938 Bugatti Type 57SC Atlantic Coupe, the "Count Trossi" Mercedes-Benz SSK, a 550 Spyder, a Ferrari 250 Testa Rossa and twelve other of Ralph Lauren's cars at the Boston Museum of Fine Arts. It will have been more than wonderful!!!

I spent some time in the last issue talking about the possibility of hosting another East Coast Holiday. Well, our little "Holiday-Feasible" Team consisting of Ted Dunham, Heath Hurlbert and Barbara Skirmants has been busy looking at specific answers to the four questions:

- Is it feasible?
- Should we do it?
- When would we host it?
- Where would we host it?

Additionally, most of the Team and I will have completed a two day excursion to the Petoskey/Harbor Springs area trying to figure out what kinds of things will work (and not work) if we were to host an East Coast Holiday in that beautiful corner of our lower peninsula. The Team will then present their findings, recommendations and suggested action plan to the Board of Trustees at our June 4th Board meeting.

I'll ask Sebastian to put a banner bulletin on the address section of the next issue of Auspuff Roar with the Board's decision.

"We will be using the website quite heavily as a communications tool; so once in place, you'll want to frequent it often to keep abreast of breaking Motor Cities Gruppe news."

Other Motor Cities Gruppe business centers around Tom Hudson's work on getting the new web site up and running. He is getting very close to having the key web pages operational, and I expect that it will be available to you by early summer. We will be using the site quite heavily as a communications tool; so once in place, you'll want to frequent it often to keep abreast of breaking Motor Cities Gruppe news.

And of course, the Progressive Dinner is the next event on the calendar. Michael and Maureen Heilmann are hosting – which guarantees a quality and fun-filled evening!! Just recall their previous tour effort to know this one will be great. Make sure you contact them early and get signed up.

Other than that, we are solvent, AusPuff is back in full swing, the Progressive Dinner is on the immediate horizon, and Dick Beecher will have his doors back on his yellow cab – all's right with the world!!!

See you June 12th,

DAVE

EDITOR'S LETTER



This issue is all about driving. On the track , on road trips with spectacular scenery, and memories of past travels.. Isn't that what owning a Porsche is all about? Thanks to Dave Burton for his reports of Vintage Racing in Sebring , Florida and the road trip around Monterey and Carmel , California. The Carmel area is one of my favorite places and have visited there many times , however not driving a 356. The visits were business trips that I was able to extend a few days for pleasure. I know I didn't have nearly as much fun as Dave driving an Oldsmobile company car down Route 1 as he did in the Roadster. Dave's trip was kind of like time travel , taking a car over 40 years old and traveling like you would when the Roadster was new and enjoying it.

As you can see by the old photo I was exposed to "The Road Trip" at an early age . My Dad loved to travel in a car and liked cars. Even

trip in the picture we would take trips "up north" in which my Dad would point out the passing scenery.. To me it was just trees and water, water and trees. We however had to "make good time", and didn't take too much time to take in the points of interest. I can't recall how long it took us to get to California in the 41



Chevy to visit my Grandmother but I think we only stayed in a Motel two nights. This was not an early "Cannonball Run " but supposedly a sight seeing trip ending in Santa Monica, California . I think this trip across Route 66 was even before the Song. There were wonderful sights to see, although many were somewhat blurred as we sped along "making

good time" We didn't even get to see the Grand Canyon as it was too far off the main road. As I recall, the Painted Desert was quite beautiful as we slowed down somewhat to view the colors that seemed to flow together as we drove by creating a kind of abstract painting. I did get to see real Cowboys that were actually riding horses along the road starting in Oklahoma. There were Cowboys really herding longhorn cattle in Texas. I wanted a Cowboy hat and some how ended up with the hat that is in my picture next to the Route 66 sign. This was probably some sort of compromise purchase made at a brief stop for gas. Later my Dad said that I looked more like a sheep herder than a cowboy.. The hat however was a better purchase than the comic books that I talked my folks into buying to help me pass the time. After reading for a while I became very carsick and threatened to get sick in the car. This caused an immediate delay in the trip, you could not get sick in the car.. A quick trip to a local Doctor provided some liquid that I can still taste today which cured me . However to this day I cannot read in a car. The time spent in California was quite short as the GM strike was settled and my Father who was a Hydra Matic Tool and Die maker had to get back to work. I can't even remember much about the trip back home as I think we might have "made even better time" on the road home. Diane thinks that I inherited the "good time" gene. Let see " If we leave Florida at 5:30 AM we can be north of Knoxville by 4:30 PM..

Later in life , a friend of mine and I made the trip to California in my 51 Ford convertible to make our fortune and live the west coast lifestyle. We did stop along the way seeing the Grand Canyon , Las Vegas etc. We were very cool guys . Duck Tail haircuts, Levis and Chinos with belts in the back. We were driving a 51 Ford , dark green , white top , lowered in the rear, full bubble skirts, Pontiac grille, with a shaved hood and deck. The Ford got lot of good looks as we traveled through Arkansas, Oklahoma, and New Mexico however not so much as we got closer to California. In fact , we were ridiculed one day in Los Angeles for our Bubble Skirts and dropped rear. We soon realized that we were out of touch, The California cars were had the "Dago dropped " front ends or lowered all around.. Many had chopped tops and even flame paint jobs. I took off the Skirts for the remainder of my time in California. As I mentioned we went to the coast to find exciting jobs and live there. We were going to stay at my Grandmothers until we got jobs and rented our home on the beach in Malibu. In a slight oversight I neglected to tell Grandma exactly when we would get there. When we arrived in Santa Monica ,she was not home. She was with a group of friends on a trip to Twenty Nine Palms in the desert with listening devises and telescopes to see Unidentified Flying Objects and listen to their conversations. I'm not making this up. My Grandma was a nice Lady , but somewhat unconventional. As a result of not advising of our arrival time we had to stay at a Hotel in Santa Monica the first night. We were trying to conserve our finances so we stayed in a one star Hotel. We had left most of our belongings in the car. . The next morning we found that my new white top had been cut and the quarter window had been rolled down to get in the car. Everything in the car had been stolen. My buddy Bob had many nice clothes hung inside as he had worked in a men's store and planned to get a job like that in California. This really put a damper on the trip. We did however do some tourist stuff , visiting Disney Land.[It was very new then], Knotts Berry Farm and Will Rogers home. We attended The Science Of The Mind Church with Grandma and saw some real Movie Stars, Spring Byington and Ann B. Davis. I only

Motor Cities Gruppe Social Luncheons

In the past The Gruppe had all members dinner meetings. In the time prior to the 98 West Coast Holiday these meetings were well attended. Over time the location was changed a couple of times for various reasons and attendance gradually decreased to a point where they were cancelled due to a lack of interest. It was recognized that work schedules and evening winter travel made it difficult for many to attend during the week.

In light of the fact that many of the Board members attend the informal Saturday morning get-togethers at Neil's, their meetings are being held bi-monthly at Stuart Tool. Thanks to Neil Goldberg for his hospitality.

As many Gruppe members also attend the Saturday morning "Breakfast Club" the Board has scheduled general membership Luncheons on Saturdays, the days of the Board meetings. The luncheons are open to all members and will be held at Logan's Roadhouse. **Logan's is located on 14 Mile road in front of the Oakland Mall.** We encourage all to attend. We are discussing the possibility of doing another East Coast Holiday in 2007 as well as future activity plans. The input of all members will be welcomed.

2005 Membership Luncheon Schedule:

Saturday June 4, 2005 12 noon—Saturday August 6, 2005 12 noon
Saturday October 1, 2005 12 noon—Saturday December 3, 2005 12 noon

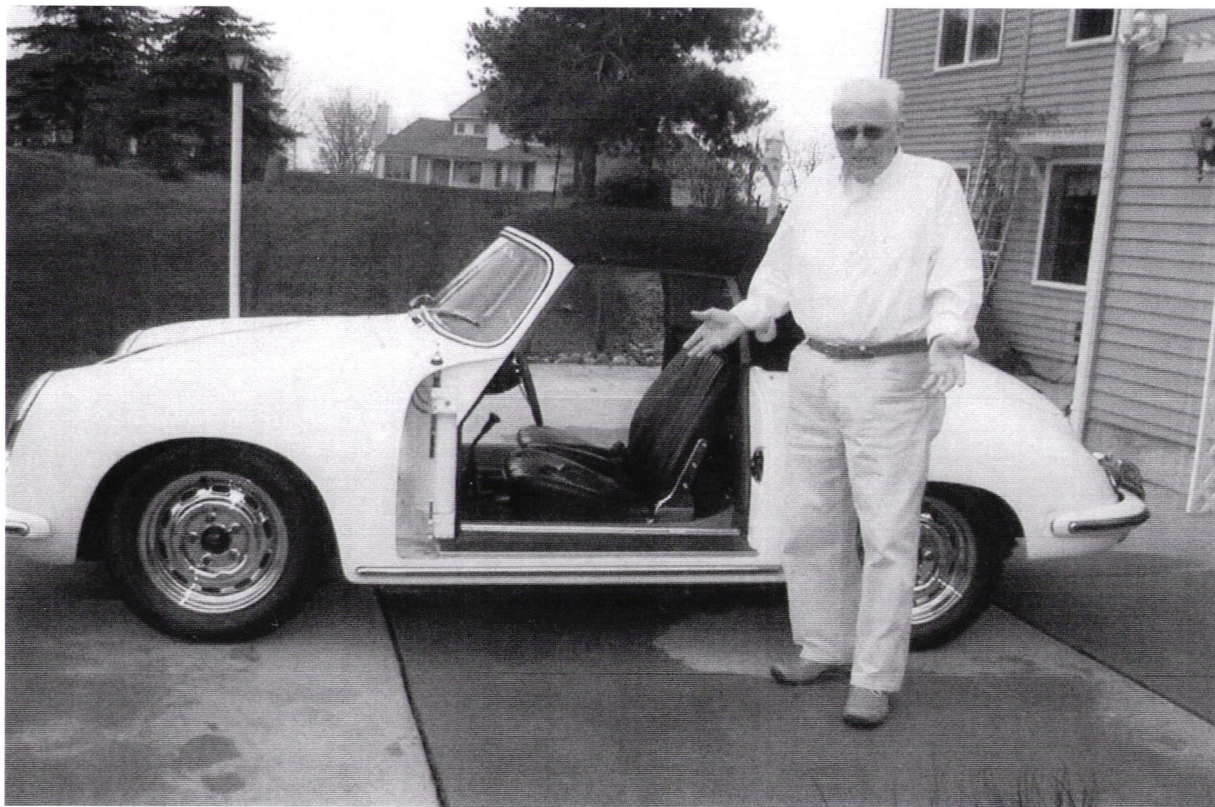
knew Ann B. Davis at the time as she was the maid on The Bob Cummings Show. Many of you will not know these people as you are too young. I became homesick as our feeble attempts at finding an exciting career seem to not have positive results. Having not met any starlets and getting checked too many times for ID at bars, we decided to go home. Another road trip. This time we took a Northern route through Utah, Colorado, Nebraska, etc. however our heart wasn't in it. We made good time. I think we only spent one night in a motel. I did most of the driving as Bob tended to nod off during his stints. I also didn't

really like someone else driving my car. I knew we were home when I stopped in downtown Davison, before going home, when a friend of mine saw me and said "you must have been big trip, your car is dirty"

Now many of our trips are only club tours planned as an occasion to take our cars for a ride. I find myself thinking of a little more comfort and taking the daily driver. However I recall the trip back from the Roanoke, Virginia Holiday by myself in about 12 hours with only a few stops as a pretty good experience. I have driven to Elkhart Lake, Wisconsin, a 9

or 10 hour drive, many times in a 356 and enjoyed it. These enjoyable trips were through the Upper Peninsula on good roads with nice scenery. So plan a road trip, plan a good route and enjoy the ride. Take a ride to a great road at Mid Ohio in June, road race that is, or to Road America or Road Atlanta or the track at Watkins Glen, New York to see the 356's on those roads, or follow the road to the next Holiday. Try it you will like it.

Dick



"I was just driving down I-75 to Neil's when Dave Burton passed me in his roadster"

Porsche Pete's Boxster Board Gottfried Hogh Memorial Drive

Porsche Pete's Boxster Board, a BBS for Boxster drivers, is hosting a memorial drive in honor of our friend Gottfried. The Motor Cities Gruppe is invited as a special guest and everyone in the Gruppe is welcome and encouraged to attend.

Go to <http://home.mchsi.com/~mikel/> to view the website regarding the drive, which is scheduled for July 30th, 2005 in Ann Arbor. There will be a dinner gathering after the drive and a luncheon in Albion on Sunday as well. It would be terrific if we could have a big Gruppe turnout in memory of our friend. You will receive an email soon with all of the information.

Gottfried was well loved on the Boxster Board and people will be coming from all over the USA from the Boxster community. He always spoke very highly of the Gruppe there and the PPBBrs look forward to meeting all of his friends.

P-D Black & Decker

K-D TOOLS
make tough jobs easy

WISE-GRIP

S-K TOOLS

STUART TOOL SERVICE INC.
WAREHOUSE DISTRIBUTORS OF HAND AND POWER TOOLS
ESTABLISHED 1923

PROTO

AIR TOOLS

NEIL GOLDBERG
MEMBER - SMR/PCA

248-588-TOOL

1208 E. Maple Rd.
Troy, Michigan 48063

MOTOR CITIES GRUPPE 2005 CALENDAR

JUNE

4th Board Meeting, Stuart Tool. Lunch Following.
12th Progressive Dinner. See page 12 for more details.
17th—18th Midwest Toy and Literature Meet/Stoddard Swap Meet.

AUGUST

6th Board Meeting Stuart Tool. Lunch following.
21st Summer Picnic Skirmants' Twin Oaks.

SEPTEMBER

8—10 East Coast Holiday Danville Virginia.
18th Drive your Porsche Day English Inn, Near Lansing. Shared event with SEM, PCA.

OCTOBER

1-2nd Fall Color Tour, Put In Bay, Ohio. Hosted by Gerald VanVliet.

DECEMBER

3rd Board Meeting Stuart Tool, Lunch Following.
4th Holiday Party. Details to follow.

Group 2 Qualifying with Peter McLaughlen's Lotus 7 leading Vic Skirmants 356 and the rest of the field. Robert Harrington photo.



This is my fourth Sebring Endurance Challenge although the others have been at it much longer. Phil invited me to co-drive with him in the 3 hour race in 2002 and we had a good result so we have been teaming up ever since. '03 was my turn to field the car (to equalize wear) although I broke #20

After a nine month hiatus, I was able to kick off the '05 racing season in fine style at a great venue, storied Sebring International Raceway. Located in the middle of Florida within a two-hour drive from Palm Beach, Orlando, Tampa or Fort Myers, it is the site of one of the oldest continually held American road racing endurance events, the 12 Hours of Sebring. Lately, the 12 Hour is presaged by the two-week earlier arrival of the vintage racers hosted by HSR (Historic Sportscar Racing). Traditionally, this is the start of the vintage racing season for those of us so afflicted in the SEM and MCG.

As I've been traveling to Florida each week to supervise reconstruction of a number of hurricane-damaged properties, logistics were simple—just delegate everything to Vic Skirmants. He prepped my '64 356SC Coupe #20 and changed the gearing to suit the tight turns and long straights of the track. Then he loaded it, along with his '61 Roadster and Phil Kubik's '65 Coupe, into his trailer and packed spares and equipment and all the other things his 40+ years of racing experience have taught him (more on this later) and he and Barbara set off for the long haul south.

Diane flew down to join me and we met Vic and Barb at the track. Britons Bill and Anita Stephens were already there with mate Barry Curtis in their new motorhome.

Vic and Barbara met them a few years ago at Goodwood and their English "Red Nicar Racing" team has been supporting us in Florida every year since. Phil and Patricia Kubik arrived right on cue from Pompano and Tom and Jan Downey came in as well. Soon, the rest of our merry band made their appearance. John and Martha Schrecker came from Hopkinsville, Kentucky and brought his silver #777 Coupe. Dale Irwin with his white and burgundy ex-Vic #02 Roadster and Tim Baker with his red #331 Roadster along with crew, Pete and Wayne, all arrived from Atlanta. Quite a cozy paddock!

early on and Phil's only stint was being flat towed back to the paddock while I snuck into Vic's car for a spell. '04 was my turn to enter the car in the enduro again and although we finished, I didn't feel particularly sharp and our result wasn't as good. Then my season ended early and the four Florida hurricanes came ashore and now it's March 2005 and I'm ready!

Phil entered his white #139 coupe in the enduro with me listed as co-driver and we set about refreshing our memories of proper gear selection and line around this 3.7 mile 17 turn historic race-track. Vic and I took advantage of the Thursday test day although the weather was cold and light rain marred the afternoon sessions. I reacquainted myself with #139 the last time out while Vic split his #70 between himself and his co-driver, Adam Richardson, the UK 356 Cup Champion.

Friday's morning schedule started with a practice session (#20 fastest at 2:35.602) followed by a qualifying session (#70 fastest at 2:36.205) to set the grids for all the races to follow except the Sunday Feature sprint whose grid would be set by the results of the Qualifying Race to be held Saturday. Friday afternoon continued with the Klubsport Race, an all Porsche 2-liter-and-under

2005 Sebring Historic Endurance Challenge

By Dave Burton
Photos by



Skirmants compound in the paddock with Burton's broken racecar pouting beneath the canopy.

Daniel Mainzer photograph.

sprint. Boy, those 911's and 914-6's don't like being passed by 356's! I chased Vic and Paul Swanson (#08 black Speedster) up through the field and held off a very determined David Bland in a yellow 911 until I heard an unearthly screaming from my transmission in turn 17 of the penultimate lap. Losing power against the failing transaxle, I had to let Bland by, but had enough of a lead to complete one more lap, holding off Tom Trabue's 911 and Tim Baker's 356 to finish third behind Swanson in second with Vic first in class.

Upon crossing the finish line, I pulled off onto the pit exit and backed the car off the track and into the pits because I didn't think it was going to make it another lap. After the awards ceremony, Vic diagnosed a failed ring gear in the transaxle and informed me that it was a part that he didn't have on hand and that trackside repairs would not be possible (I keep breaking things that Vic doesn't expect). Oh well, at least #20 had one podium finish for the weekend and could retire proud. But that meant that I would have to withdraw from the Night Endurance Race in 2 hours—wait a minute! Phil saw me pouting and graciously offered to let me drive his coupe but it didn't have the necessary bumper holes to mount my light bar. Then John Schrecker offered to let me co-drive the night enduro with him in his #777 silver Coupe. In October at Sebring, during the night enduro, Schrek had posted times that were 2 seconds faster than his times during the day--so he sure didn't need me slowing him down. John had already offered me the use of his spare transaxle to get my car back on the track and it just goes to show what a great friend and confident competitor he is.

The plan was to have me start the race as dusk fell and drive for 25 minutes before pitting so John could drive the last half hour in full darkness. The plan went off without a hitch and we finished either 1st or 2nd in class depending on which result sheet you're holding. I ran my car last year in our first night enduro and it was an absolute ball! It begins at dusk so that you can adapt as the track goes dark. Dark barely describes it. Sebring's

start/finish straight is somewhat lit so you can see the starter and his flags but you plunge into total darkness as you head out back. In '04, I had supplemented my halogen sealed beam headlights with a high-powered pair of driving lights. Not enough by half—I never saw an apex the entire race! This year, I had added another pair of high-powered lights to the light bar and angled them outwards to aid vision in the corners. Testing them showed promise. Schrek's setup was between the two variations and far superior to my last

year's rig. The angled lights allowed me to better place the car in the corners but the distance vision wasn't as good. John averaged 2+ seconds a lap faster than my times—he really knows how to hustle a car in the dark!

Following the night race, Barbara fed the entire gang an extraordinary meal including salad, tenderloin, skewered shrimp, lamb and the best prepared asparagus I've ever eaten (Leonard Turnbaugh's recipe). Then the gang retired to Bill and Anita's Motorcoach to watch in-car video of Adam racing a 911 at Imola. Barbara's (and Vic's) trackside support of the racers is second to none. What a great day and tomorrow is the three hour enduro.

Saturday dawned bright and clear for our Qualifying Race at 8:30. Racing with the eleven remaining 356's in our group were Tommy Trabue's Denzel and Tom Mittler's RS61 among pairs of Lotus 7's, Triumph Spitfires and Elva Couriers, an MG Midget and an Austin Healey Sprite along with a Mini Cooper with a Lotus 26R and a Lotus Cortina filling out the grid. Out of twenty-four entries, fully half were Porsches, not counting Tommy's Porsche-powered Denzel. This is a theme you will find repeated often in vintage racing—Porsches endure, and win.

Porsches don't always win, however. The qualifier was won by the Lotus 7 of Peter McLaughlin while being driven by his co-driver whose slower lap times and vastly different braking habits (earlier and longer than McLaughlin) disrupted the rhythm of Skirmants and Swanson enough that Paul nipped Vic by 0.6 second at the checker. Phil meanwhile wound up mid-pack behind the 356's of George Balbach, Tim Baker, Dale Erwin, John Schrecker and John Mayer with a couple of Loti intermingled. Complaining of initial plug fouling and a persistent "flatness" to the engine, we pulled Phil's plugs to find #2's gap to be nearly closed—evidently by the piston. Changing to new plugs, Vic instructed us to add a spacer under #2 to solve the problem.

Next up on the schedule, the Rolex Vintage Enduro. Set as the race before the night enduro for the bigger cars, we had to be off track by 6:30 so as to allow timely running of that race. Originally due to run from 3:00 to 6:00, the schedule was continually revised to start later and later due to on-track incidents. Finally, we took to the track at 4:00 for a shortened, 2 ½ hour race. In a field of fifty-six cars, Vic and Adam were starting 20th and Phil and I were gridded 41st. Among our competitors were Shelby Mustang GT's of 350 and 500 cubic inches, Lotus 7's, 23's and 26's, a Datsun 240Z and a 510 Sedan, a Jaguar E-Type, a BMW 2002tii, an Elva, Midget, Spitfire and a Mini Cooper thrown in for good measure. The balance was a mixture of Porsche 911's, 914/6's and 356's, forty-two strong. The previous caveat about Porsche proliferation holds especially true in endurance racing.

Phil had devised our team strategy which had him starting the race and driving as long as he felt good and then pitting for fuel and handing the car over to me. HSR, like NASCAR, doesn't allow passing when the starter waves the green flag until your car passes the start/finish line. All other times, when the track goes green, the whole track goes green. They came around on the pace lap, the starter waved and Phil got a great start, passing eight cars on the 1st lap. With his engine running strong again, he set to work chasing and dicing with those ahead. When he handed off after 45 minutes, we were in 23rd!

I love the enduros because I get to experiment with lines, gear selection and braking zones while passing (and getting passed by) a great number of cars I don't get to play with in the normal sprint class races. Enduros accelerate and steepen the learning curve while allowing you to refine moves you rarely get to use due to the larger speed differentials of the expanded grids. The old saying goes, "in order to finish first you first must finish." This mantra illustrates the need to preserve the car during endurance racing. Because of the reliability of Porsches in general, and Skirmants prepared racecars in particular, we race every lap of an endurance race as if it were a sprint and we're usually rewarded with good finishes. Today is no exception, Phil and I take the checker 13th, just three cars behind Vic and Adam and only the second 356 over the line with Dale Irwin next, in hot pursuit. Fully 34 Porsches complete the race and take 28 of the top 29 positions with only one Lotus 23B in 6th place. Starting to sound familiar?

This enduro marked the 600th race that Vic Skirmants has started in his career and it was only fitting (and predictable) that he should win it. But it's no

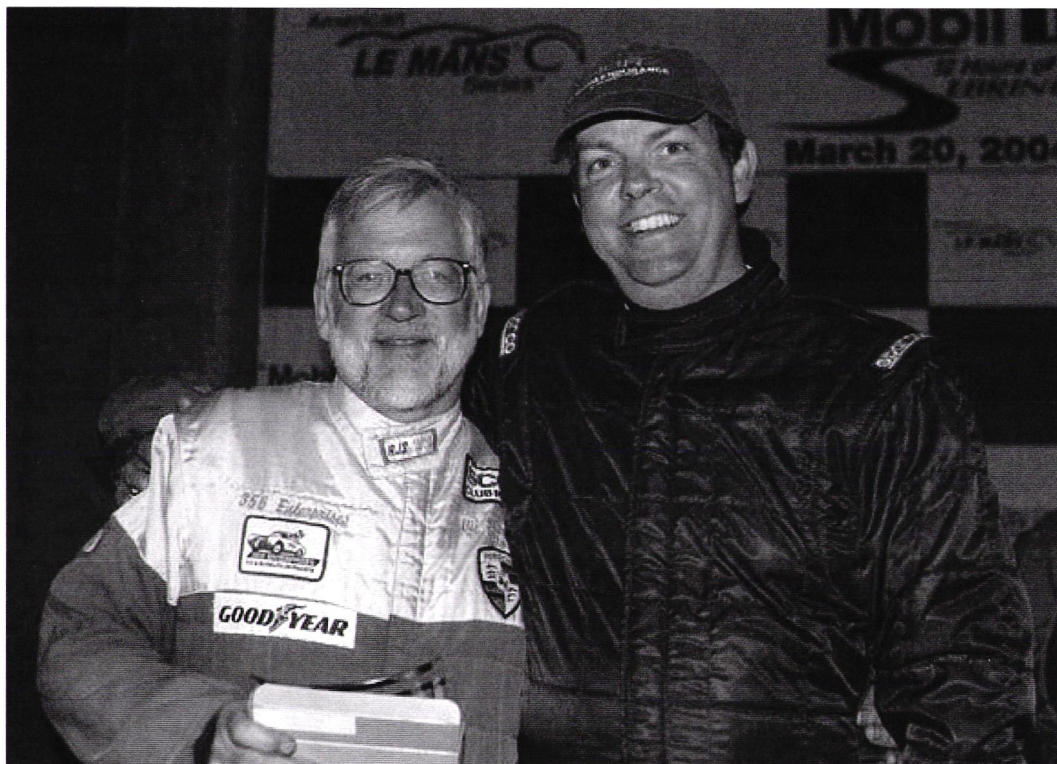
Vic Skirmants and Adam Richardson (UK 356 Cup Champion) First in Class, Vintage Enduro. Robert Harrington photo.

secret why, he is the best prepared, most experienced driver in the best prepared, engineered and set-up racecar in the field (he's been racing 356's since they were new). Burt Levy calls Vic a very efficient driver, smooth and with excellent balance that allows him to extract everything the car can achieve. My observations (usually from behind Vic) support the description. Vic was interviewed on Victory Lane over the PA system following the race in celebration of his milestone.

Sunday morning, Phil didn't feel like racing so he put me in #139 for the Feature. Starting twelfth, I got a good start and began using my enduro practice to set up and pass my way through the field, in third place by the 3rd lap. That's as far as I got, Vic and Swanson were too far ahead even as I slowly whittled at the interval while they beat on each other. Vic made a pass on Paul in the 4th lap but Paul returned the favor on the last lap to nip Vic at the checker. During the race, I turned a 2:35 lap in Phil's car, which just goes to show how equally 356 Enterprises prepares racecars.

So ended our season opener at Sebring. Vic won two races, Phil took a second and I had four podium finishes in three different cars! There is nothing else like Vintage Motorsport. The classic cars, driven as they were meant to be, at the great tracks like Sebring, Road Atlanta, Mid Ohio, Road America and Watkins Glen make an action-packed weekend unlike modern racing. I've seen everything from old Bugattis and Allards to 50's and 60's Alfas, Jags and Healeys racing hammer and tong at these fabulous venues. They also race 917's and GT40's, GTP 962's and 935's, and Indy and F1 racecars. A better show can't be found. Come out and join us to root us on—it's a great affliction. Who knows, maybe you'll catch the bug. You're already involved with the winning marque.

DAVE



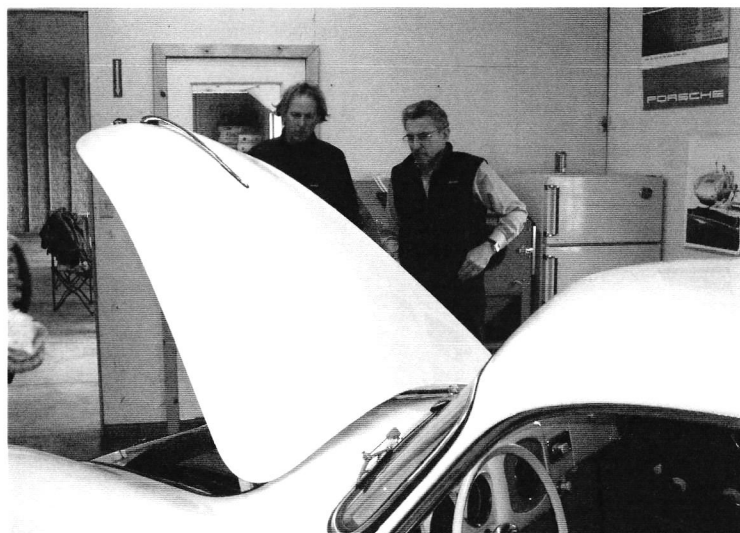


Shlepping to der Auto Union Garage

By Frau Lanita Dunham

On Sonntag (Sunday), May funfzehn (15th), funfzig (50) or so Motor Cities Gruppe 356 'ers fluggen (flew) via Herr Porsche specials to der Auto Union Garage of Sebastian Gaeta & Bill Rohrer. What a surprise when we got to say Guten Morgan (good morning), to a relocated club member, Tim Buko. He had timed his trip to collect his Autostrausse cabriolet (Roadster), um-

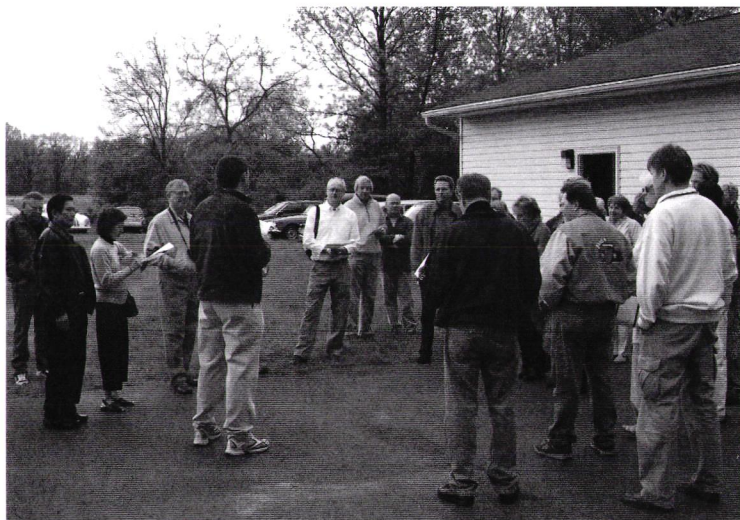
steigen (to change) from Auto Union and take it back to Hershey, PA, his new platz (place). After attaching another holtzenfrom-floppin (tie down strap), he was on his way to P.A. Frau (married woman) Narmeen Gaeta und (and) their zwei freulins (2 girls), had set out a gute es fruhstuck (good breakfast) with café ein fruitzen drinken (coffee and juice), scones, bagels, cream cheeses and other gute (good) delights. It was vundabar (wonderful) to



see the variety and number of Porsche, Volkswagen and American cars that arrived for this event, along with drivers we haven't seen since last yahr (year). We did sich beschweren (complain) about the cold day, but it was warm inside und gute to espy (good to see) our friends again. Several people brought their markesche-kindern (little kids) and they were having as much of a fun as the adults.

Much sprechen (speaking) of der Porsches went on until it was time to leave this platz (place) und (and) hit der kreuzung (the crossroads) und start our Autobahn tour. Haben sei zeitung map? (do you have a paper map?) Sebastian asked. It is a zwei farfegnugen (2 hour drive) and then to der mitagessen at sei ein restaurant (the lunch at the restaurant) in Dexter.

Biegen sie nach rechts ab und beigen sie nach link ab (turn to the right and turn to the left), oben und unter (over and under), und gehen sie garadeaus weiter (go straight on), alte strausse, new strausse (old roads, new roads), ausfahrt, einfahrt, link, recht (exit, enter, left, right), past der Manchester Baden (river), ein to das petrol tankstelle (on to the gas station) in Chelsea, for a stuck, petrol und badezimmer halten (break, gas and bathroom stop). During this time, herr und frau Dunham had a flatzen rol-flugen (flat tire) on der funfzigacht (58) Porsche coupe. Achtung! (attention), Get out der jackin sie air und umsteigen icht! (the jack and change it!). After some jack trouble, it was umsteigened (changed).



Neil called, do you need help? Nein (no). Are you done? Ja (yes). Then hurrien zie heckenpoopen upen! (No explanation needed). Overse an der map (looking at the map), we decided we better take a mitten ein shrinkin strausse (little shorter route)! While the rest of the gruppe followed the map over a 20 mile course, we headed straight for the Dexter Pub, meeting up with other Porscheophiles who had opted to take a more direct route.

The Pub had printed up a special Porsche Spring Rally sper-sekarte (menu) with the following choices: Marthas vinyard Salad (Marthas weinland salat), The Huntsman, a beef sandwich (Bratten und Brot), Chicken Fettucini Pomadori (kutchin nudein und tomato sauce) and Bistro chicken club sandwich (Bistro kutchen brot bestellen). All was consumed with quantities of Beir und wein, wasser, und colas. (Beer, wine, water and pop. Then, konnenn wir bitte bezahlein? (Can we have the bill, please?) With trinkgeld and bezalien (tip and bill paid), we wished each other Guten tag und Auf Wiedersehen (good afternoon and goodbye).

It was a great day and we say Danke (thank you) to Sebastian, Bill, Narmeen, Bella and Gabby for all their work, to make a fun day for the rest of us. Bitte, join us nachste yahr. (Please join us next year).

Note: Great licenses were taken with the use of "German" words by the writer and is only intended to entertain.



MOTOR CITIES GRUPPE IRISH-MEXICAN SEMI PROGRESSIVE DINNER SUNDAY JUNE 12, 2005

Get ready for this one. We will meet at **1 PM** for Appetizers and a beverage of your choice at:

Stout

125 E. Grand River Ave.
Downtown Brighton
(810) 225-9571

Delicious Irish Appetizers for the first 30 Gruppe members courtesy of Proprietor Chris Angleosante. If Disney was going to build an Irish pub, this is what he would do; Stout was constructed by two carpenters who came over from Ireland (with help from their American counterparts). The menu is blessedly free of begoshes and begorras nor is there a single drawing of a leprechaun or shamrock. Stout offers a hybrid of Irish dishes given a little jolt of American ingenuity. The setting, with its rough-hewn barn wood columns, tile floors and glass panels inset with Celtic patterns, sturdy teakwood bar with spigots courtesy of Guinness makes the room more Dublin than downtown Brighton. Stout has food good enough to stand on its own without relying on the atmospheric trimmings. You will love it.

Depart at 2 PM for A short lazy drive through back country roads from Brighton to the Dunhams for a refreshing salads prepared by Lanita Dunham and a visit to the latest project in the Gmünd Works West garage of Ted.

Depart at 3 PM for a Mexican Fiesta of Entrees at the home of Michael and Maureen Heilmann in Milford Twp. Circle the wagons (or 356s) in the center driveway and sample hot stuff south of the Border while we bench race, brag or sob at the latest restoration bill. Look at Mike's crazy collection of Porsche junk from the free box at the swap meet.

Depart at 5 PM a half-mile away to Michigan's largest Cruise at Milford's Bakers Restaurant.

Bakers of Milford Restaurant

(248) 685-0505
2055 S Milford Rd
Milford, MI 48381

Over 500 cars show up to provide answers to questions to no one has ever asked. All in the shadow of the Milford Dairy Queen for All American deserts and wanderings amongst the American iron. Bakers will generously provide a special corral for Motor Cities Gruppe members. This was a Freeman Thomas hotspot to see upcoming color schemes and trends and show the locals our German hotrods!

Stout is easy to find and the drive directions will be at the 1st stop!

**RSVP to: Michael (Heilmann@michiganpilawyer.com)
or Maureen (mmeade1014@comcast.net)**

STODDARD

IMPORTED CARS, INC.



38845 Mentor Ave., Willoughby, Ohio 44094

Phone: 800/342-1414 Fax 440/951-6413

PREMIER
DEALER

Go to our newly updated website to place secure orders at

www.stoddard.com

Part Number	Description	Price
616-100-979-00	Injection pipe, left side, fits Solex 40P11-4	\$5.00
644-20-022	Reverse idler gear bolt. Fits 644/716/741 Trans	\$18.00
369-05-702	Tach drive shaft. Fits early style, small oil pump	\$50.00
NLA-511-513-01	Hood latch bolt	\$6.50
NLA-511-514-01	Hood latch retainer	\$6.50
616-105-305-00	Bearing bracket for long rocker shaft. Fits 1960-1965	\$13.00
539-07-116	Oil pump shaft. Fits early style - small oil pump	\$7.00
539-01-132	Cover for camshaft, flywheel end	\$3.50
356-23-213	Adjusting nut for handbrake	\$8.75
644-541-235-41	Tension rod nut. Fits Roadster windshield	\$12.00
644-201-233-00	Fuel tank hold down clips. Fits 356BT6, 356C	\$6.00
NLA-701-011-13	Mann decal OP22, early style	\$1.00
NLA-701-013-00	Oli filter Einlass decal	\$1.00
NLA-723-010-00	Glaser badge. Fits early 356 Cab and America Roadsters	\$7.00
NLA-723-002-00	Ruetter badge. Fits 1953-1955	\$7.00
NLA-723-006-00	D'leteren badge. Fits later Roadsters	\$5.00
644-731-507-00	Chrome consoles for rear reflectors	\$20.00
644-551-640-00	Clutch pedal stop. Fits all 356	\$6.00
NLA-632-101-00	Interior light, 88 mm hole. Fits 356A pre T2	\$7.50
NLA-542-047-00	Replacement spring for window regulator	\$12.00
NLA-602-900-00	Condensor bracket. Fits Bosch 056 & 076 condensers	\$3.75

Don't Forget ...

Stoddard's
Swap Meet
June 18, 2005

Literature Meet
June 17, 2005

Classifieds

'63 356 C coupe #215761. "0" miles rebuilt engine w/ big bore, heads, carbs & crank by Skirmants. Bursch exh., 5 1/2" wheels, konis, s.s. brake lines. Front floor and battery box replaced (not "correct" but solid and functional). Rear floors and longitudinals good. Some minor rust. Needs paint and complete interior. Call for complete, accurate description. \$8,500

'64 C coupe #217322. Rolling Chassis, no engine or trans. Rusty. \$1,500

Also, large selection of NOS and used 356 parts from 1953 to 1965. Shocks, gaskets, engine parts, exhaust, cables, gas tanks, interior, instruments etc. Also a few early 911/912 parts.

Bill Hallandal 7200 Power rd. Bellaire, MI 49615 231-377-9310

Send all classifieds to:

Dick Beecher beech356@chartermi.net. Or mail to:
2487 Misty Lane, Davison, Mi. 48423

The Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College

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

28411 NORTHWESTERN HIGHWAY, SUITE 930
SOUTHFIELD, MICHIGAN 48034
PHONE: 248.356.8888
FAX: 248.948.9811
EMAIL: HEILMANN@MICHIGANPILAWYER.COM

"DON'T GET HURT TWICE"™

LICENSED IN MICHIGAN, FLORIDA AND COLORADO

The Roadster Takes a Vacation

By Dave Burton



As part of our trip to California for the 50th Speedster Anniversary, Diane and I shipped her '61 356 B Roadster out to Monterey with a truckload of fellow members' cars. Dave Peterson did the preliminary organization and Heath Hurlbert picked it up and saw it through. Thanks to both of them, it ran without a hitch. Diane and I felt like rock stars, flying into Monterey Airport, collecting our luggage, flagging a taxi and riding to the other (private) side of the airport to greet her car

that had arrived just two hours previously. We dropped the top, threw the bags in the back, and were outthere!

I have two sisters living on the Monterey Peninsula. Julie lives in Monterey and is a Professor at USC Santa Cruz. Mary Beth and her husband, Dennis, are raising their two wonderful children, Emily and Brian, in Pacific Grove. With family in the area, we visit regularly--if not often enough--so we know our way around. We checked into our favorite B&B, the Carriage House Inn in Carmel-by-the-Sea and unpacked. The next couple of days would be filled with a combination of 50th Anniversary events and family.

Friday morning at the event registration, I ran into Neil, Ted, Vic and the gang and got invited to a photo shoot at Pebble Beach with Hal Thoms. I drove back to Carmel to pick up Diane, and her Roadster wound up in the foreground of a photo that ended up in Excellence and a couple of club magazines. The afternoon was spent with Emily and Brian as Emily was leaving for camp in the morning. We enjoyed the kickoff dinner at the Monterey Bay Aquarium, one of our regular haunts and a place of great enjoyment for Brian, Emily, Mary Beth and Dennis (who also volunteers there).

While parking for the event, I managed to leave the parking lights on (who knew a '61 sports car wouldn't have a chime?) and they were dutifully still shining when we came out hours later. The 6V battery had enough power for the European parking lights, but not the starter. Thank goodness the Porsche is a lightweight as we, with the help of another couple, pushed it uphill to an area roomy enough to give it a push-start. Thanks again to that cheerful couple, I wish I had gotten their names. We drove around town for a while and then returned to the Inn, careful to park on a hill in case the battery wasn't charged enough.



The next morning, we bump-started the car and headed onto 17 Mile Drive via the Carmel gate. Privately owned, 17 Mile Drive is a must-do, especially in a 356. The event organizers had included a prepaid pass for the weekend and we breezed through the resident's lane as if we owned the place. We were on our way to the re-created original Pebble Beach Road Course. When we got there, hundreds of 356's greeted us in the equestrian field adjacent to the Start/Finish line. We took a few laps while the constabulary held up cross traffic and cleared our way. The Roadster felt right at home.

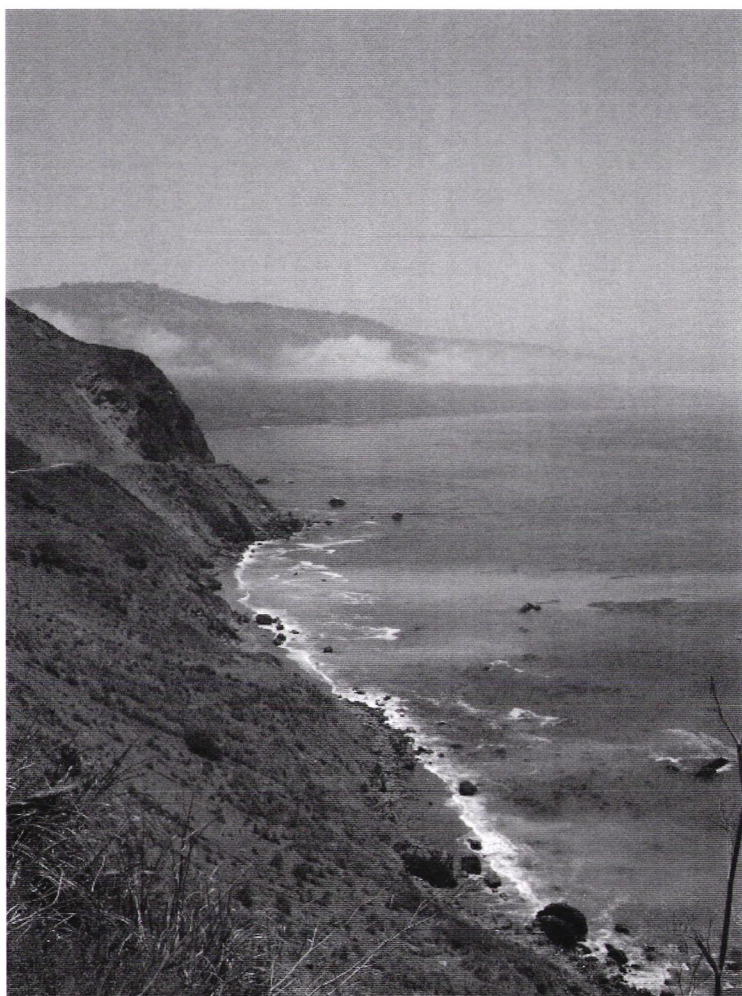
We then proceeded to Laguna Seca Raceway and met friends for our scheduled laps of this famous track. Freeman Thomas was there with his Speedster and Vic Rivera had his Convertible D. Sis and her son joined us for the lapping session as Brian is turning into a real car guy and he likes the Roadster (another generation infected). I had taken a Track Time school here a few years ago and was familiar with the track and the infamous "Corkscrew." My passengers, Diane, Mary Beth and Brian however, were not. After gridding up, we headed off at a good clip, enjoying the unfolding track before us and the brisk pace. Rounding turn five and heading uphill, we looked off into clouds and treetops while swooping through turn six and continuing upwards. Cresting the hill, we turned hard left into space (whoops and hollers from the passengers!) and flowed down the very steep "Corkscrew." We managed to goad the pace car into an extra lap by swarming him just before pit entry and Brian enjoyed his first tour of a racetrack.

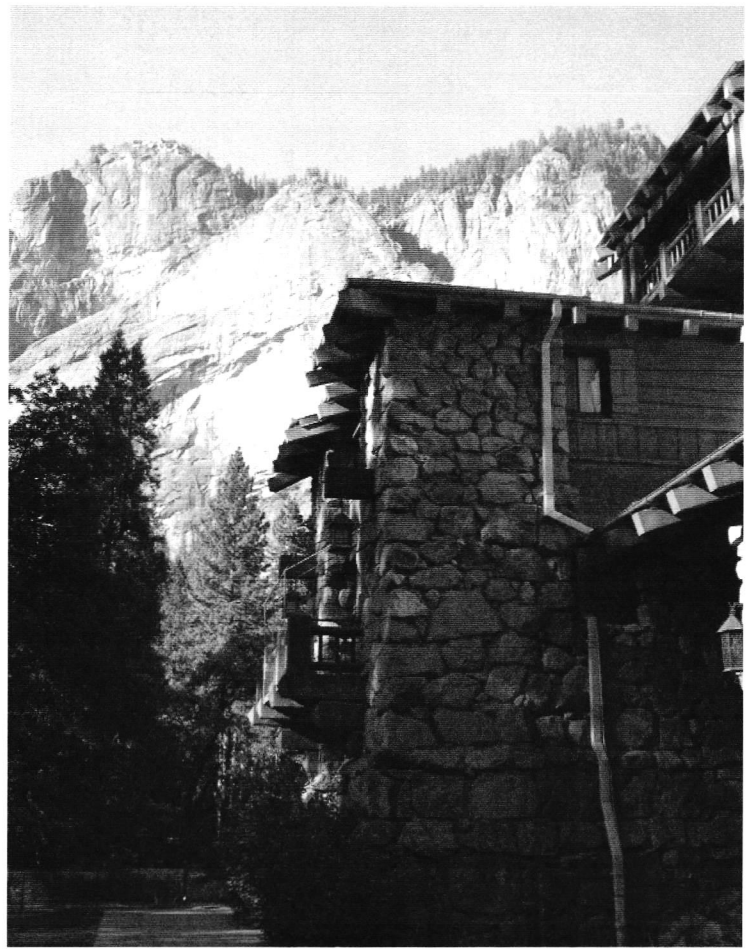
Leaving Laguna Seca for lunch, we caravanned up and over the Laureles Grade and down into the Carmel Valley on the

other side. These are some of the roads that California is famous for—and rightly so! We made a great 356 train howling up the grade and round the curves and then plunging back down and around the other side. The gang stopped in the Valley for lunch at a place Mary Beth knew and ran into Dennis with Molly, their Golden Retriever, just in from a hike.

Next up, Quail Lodge and the main Anniversary gathering. Never have I seen so many 356's together. There have been many articles written about this phenomenal event so I'll just add my "well done" to the chorus. Vic And Lucy Rivera displayed their Stone Grey "D" and Freeman Thomas his red Speedster with the black Glasspar hardtop. Heath and Cathy Hurlbert posed their Radium Green America Roadster with its siblings in a special corral. Neil and Peggy Goldberg, Ted and Lanita Dunham, Dick and Shirley Gobba and even Jack Chamberlain, John Chatley, Loren Shook and Tim Walls were found wandering around and through the displays and vendors. We ran into fellow Motor Cities Gruppe members and vintage racers from all over. Neil, Peggy, Diane and I retired to Little Napoli, a wonderful Italian restaurant in Carmel for dinner (can you still smell the garlic?).

After the swap meet Sunday morning, Diane and I bade farewell to Carmel and pointed the Roadster east towards Yosemite National Park. In our previous trips to California, we always seemed to come in winter. This time, traveling the breadth of the state in summer, we got to see the hillsides in their beautiful gold's and greens. The center of the state is very pretty, while not as dramatic as the coasts or mountains, and the roads stretch off in great curves over the horizon. We had



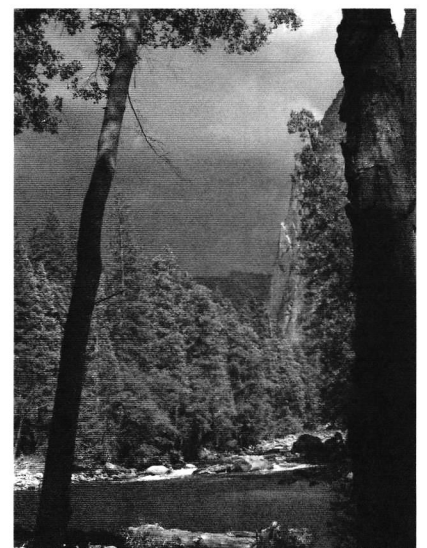
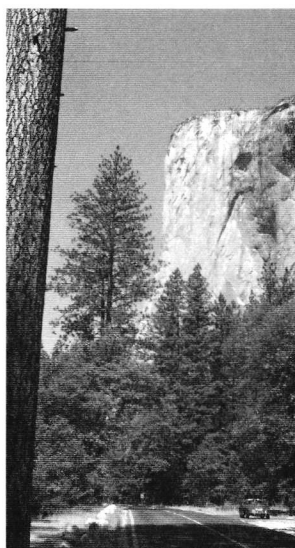
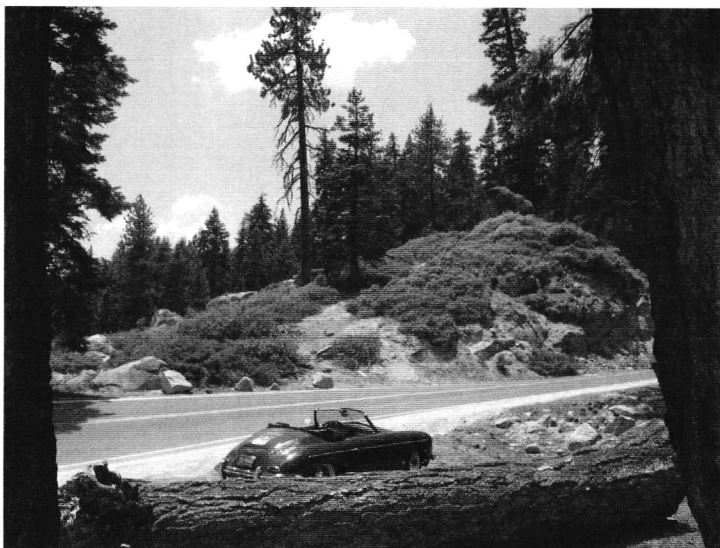


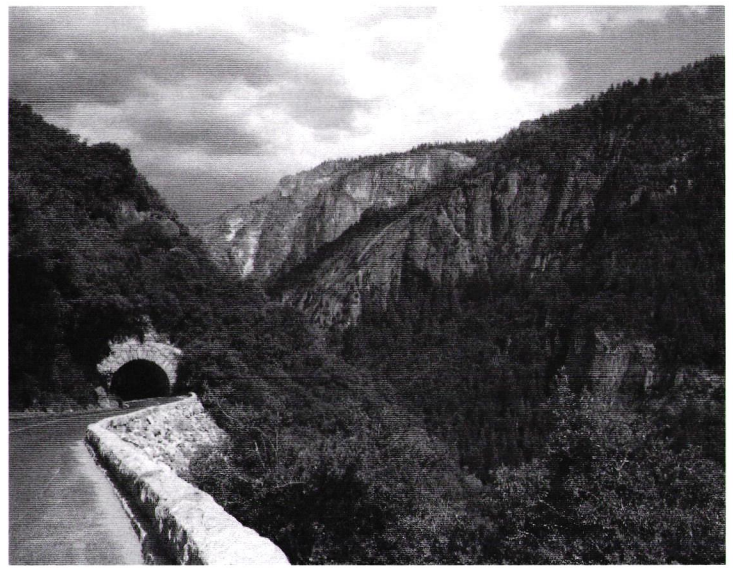
packed light clothes and short sleeves for the coast and heavier, long sleeved garments for the mountains but we were to find that it isn't that simple.

Our route found us entering Yosemite from the west through El Portal and following the Merced River up and through the west slope of the Sierra Mountain Range. These fabulous twisting, climbing and diving roads with the unfolding views gave only an inkling of what was to come. Passing under Arch Rock we emerged into the Yosemite Valley. The park was set aside in 1864 during the Civil War. We marveled at the flat valley floor and the abrupt way it met the granite walls around it. Entering the village, the Roadster drew favorable greetings from passerby while we navigated our way to the Ahwahnee, one of

two signature hotels within Yosemite. Declining the offer of valet parking, we checked in and inspected our room. Built in 1927 of granite and concrete, the Ahwahnee has 123 guest rooms plus 24 cottages, a great dining hall, huge lounges and public areas and absolutely reverent outdoor patios and lawns. And the views!

Unpacked, we retrieved the Roadster and set off for the Mariposa Grove at the south end of the park. Only 16 miles as the eagle flies (the Roadster flies but is terrain following) but 36 miles by road, we wound around and over and down and through and around some more for over an hour until we found ourselves at the famous grove of Giant Sequoias. Parking, we walked among the deer (nearly tame) and the trees. These trees are among the oldest living beings on Earth and their size is almost incomprehensible.





One of them used to have the road passing through its trunk until the practice was discontinued years ago. A footpath now wanders among the trees and offers close encounters with them.

Returning to the car, we set off for the Wawona Hotel, the second of the signature hotels within the park—all others are outside the boundaries. The Wawona was built in 1879 and is nothing like the Ahwahnee. Where the Ahwahnee is grand and huge and angular, the Wawona is quiet and demure and unprepossessing. Our dinner reservations were in its renowned Dining Room. Seated in the warm, invitingly divided dining room, we enjoyed another excellent meal of local trout prepared expertly. You sure eat well in California. After dessert, we retraced our route around and through and down and over the same tortured roads and tun-

nels back to the village and the Ahwahnee—this time in pitch darkness and on 6V headlights! The little Roadster acquitted itself well and earned a nights rest. One note, we were warned not to leave any food or coolers in the car overnight as bears will open the car as if they had a can opener—hardtop or soft—to investigate.

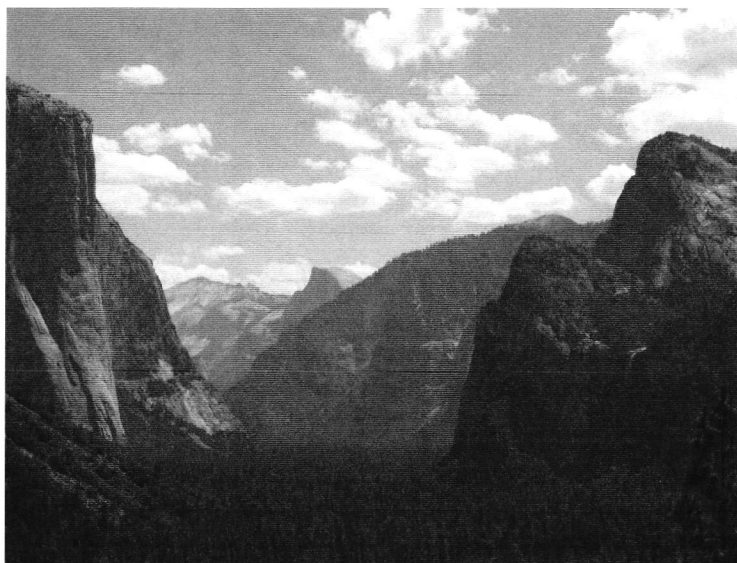
Breakfast in the Ahwahnee's great dining hall, almost a cathedral, was just what the doctor ordered the next morning. Taking box lunches prepared by the hotel, we dropped the top and headed out for Tuolumne Meadows and Tioga Pass. Yosemite Valley sits at 4000' and we drove by El Capitan growing straight up out of the valley floor and rising to 7569' in a sheer wall. As we passed, we gazed upwards and could make out





climbers on its face. Climbing up along Crane Flats we had ample opportunity to pass slower moving traffic between scenic vistas and blind curves. Turning on to Tioga Road, we stopped at the gas station just to be safe. Our 356 was not making its usual mileage on these roads!

Tioga Road crosses the Sierra Nevada Mountains and leads to 9945' Tioga Pass, California's highest auto pass and the highest paved road in the park. It passes Yosemite Creek, Porcupine Flats and beautiful Tenaya Lake, running between 10850' Mt. Hoffmann and 10940' Cathedral Peak on its way to Tuolumne Meadows and the Pass. Tuolumne Meadows is a high subalpine meadow at 8575' where granite glaciers seemingly

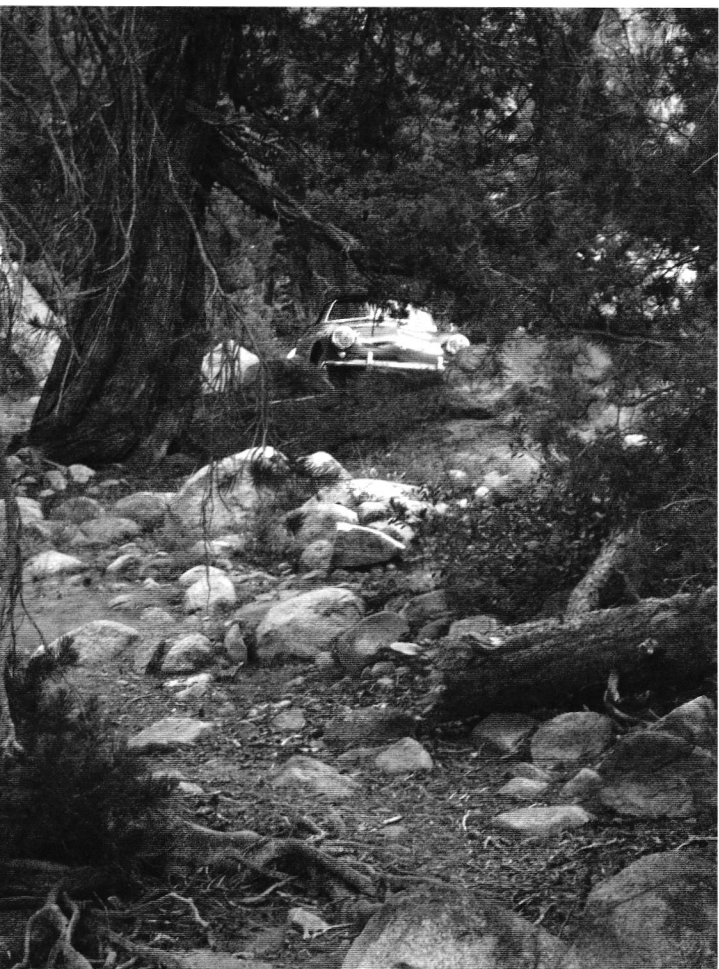


grow right out of the flat meadow floor. Driving from the valley to the pass, we started with the top down and had to raise it when we entered a sudden cloudburst. Further on, we drove through falling snow and saw the remnants of the past winter snowstorms on the slopes around us. A temperature differential of almost sixty degrees in a two-hour time span calls for flexible clothing choices and the top went up and down accordingly. We got quite adept at raising or lowering it without even stopping the car. Exiting the park at Tioga Pass led us on a long downhill run out to Mono Lake and within sight of Nevada.

Turning around and retracing our path, we climbed back up and through the pass and took our time stopping at the scenic outlooks and taking pictures. Looking for a place to enjoy our picnic lunch we stopped at a creek spilling out over a gravel bar into a quiet, beautiful lake and we had it all to ourselves. After lunch, we poked our way back along the Tioga Road, stopping and investigating scenic outlooks and short detours to other scenic vistas. The many squalls we drove through on our way back across the breadth of Yosemite finally gave way to warm sunshine and we were able to drop the top again for the rest of the afternoon.

Returning to the Ahwahnee allowed us to rest and freshen up before the night's dinner in the hotel restaurant. Highly recommended, the Ahwahnee's Dining Room did not disappoint with exemplary service matching the food. Following a good night's sleep and another delicious breakfast, we hopped in the Roadster for another day's adventure on our way to Glacier Point, slightly south and high above the Ahwahnee. Again, as the eagle flies, these two points are maybe a mile apart, but as the Roadster flies (and the roads lead); it's probably 30 to 32 miles. We started by driving out of the valley and heading back south towards Wawona. Halfway, we turned east and passed the entrance to Badger Pass Ski Area. Twisting and turning, climbing and diving, the road is an E ticket ride in the Roadster. Driving through thick forest, punctuated by spectacular views, we find our way to Washburn Point, at 7591' the highest elevation this road reaches and nearly 2/3 mile above our hotel. Peering off Washburn Point in the rain, we climb back into the car and continue on to Glacier Point, downhill from here and out of the rain.

Glacier Point is very popular and provides wide vistas of the glacial formations and numerous waterfalls that make up Yosemite National Park. With the Valley and its Village laid out below your feet, you can see Upper and Lower Yosemite Falls (a total drop of 2425'), Illilouette, Nevada and Vernal Falls along



with the Merced River meandering through the meadows. A bronze relief map shows the topography before you and enables easy identification of mountains and other landmarks. Easy walks lead you to the various vista points. Heading back up toward Washburn Point, we found a perfect spot inside a switchback turn to pull off all by ourselves and enjoy another picnic lunch. Breath-taking views and solitude along with enormous rocks and logs for furniture made a very peaceful respite.

On our way again, we stopped at Bridalveil Falls and walked up for a close look. Named for the characteristic way that the water plays across the rock face under the influence of the constant winds, the undulating falls are mesmerizing. Bidding farewell to Yosemite, we pass Arch Rock on our way out to El Portal and leave the Sierra behind. Angling west by southwest, we pass through Mariposa, Merced, El Nido and Los Banos before skirting San Luis Reservoir. Climbing and descending the Diablo Range we flash by Gilroy (Garlic Capital of the World) and San Juan Bautista as we high-tail it for Carmel and another great dinner.

Back in Carmel for a couple of days, we rest and haunt galleries looking for paintings that would look better on our walls than theirs. Emily is back from camp and Julie is just in from China so we've got catching up to do. Two days pass quickly and then it's off down the coast on Highway One to Santa Barbara. The stretch of the coast road that falls between Carmel and San Simeon is one of my favorite roads on earth. Big Sur makes for very entertaining and involved driving with twisting, swooping curves and the road alternately rising and plunging under your wheels. Ever changing vistas with classic sheer cliffs above and below the road and the endless Pacific Ocean pounding the rocky shore beneath make you want to stop at the turnouts for pictures. Bixby Bridge is one of the prettiest spans you will ever lay eyes on. Too soon you pass San Simeon, home to Hearst Castle, and the road settles down to ho-hum coastal highway with long passing zones and towns like Cambria, Morro Bay and San Luis Obispo. South of SLO, we meet up with Julie and turn inland to take Highway 101 past Santa Maria and Los Alamos. Exiting 101 for Los Olivios at Highway 154, we break for lunch and discussion with the locals about the Roadster. Taking 154 southeast, we pass the Hope and Reagan ranches and drop into Santa Barbara from the Santa Ynez Mountains.

Julie had booked us into an inn above the city near the Mission. From this vantage point we could look down upon the hills, homes and ocean at our feet. The next couple of days were spent touring gardens, museums, galleries and antique shops in Santa Barbara and Montecito. Julie is an historian of the Missions and early California and makes an incredible tour guide. An added bonus was having front row seats on our own porch at the inn on the hill for the 4th of July fireworks in the harbor below.

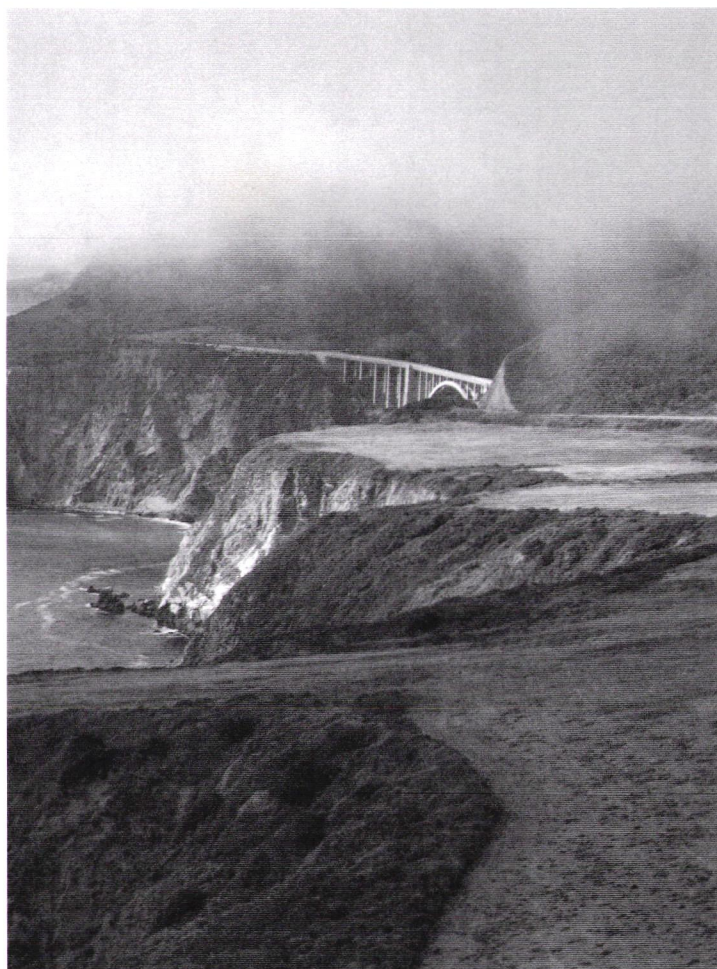
While at the Speedster Anniversary, we had made plans to meet Freeman and Rene Thomas for dinner when we were in Santa Barbara. Freeman called and informed us that we would be joining them along with Jesse and Nancy Alexander for dinner at Lucky's in Montecito, a steakhouse owned by a friend of Jesse's. There followed another terrific dinner and warm conversation lasting well into the evening. After dinner, Freeman took the Roadster out for a run up and down the freeway to check the results of Vic Skirmants engine and drivetrain work. The Roadster had come full circle as Freeman was the one who found this car for Diane four years previously not far from where we were.

Leaving the next morning for Monterey, we headed back

up into the mountains and enjoyed a leisurely drive retracing our route so we could have one more blast through the switchbacks and sweepers of Big Sur on Highway One. Along the way, we encountered the famous coastal fog. One minute, we would be driving along in bright sunshine and the next in thick, cool mist. California can be hard to pack for. Meeting Julie back at her house we spent the afternoon poking around near Cannery Row and had one last dinner with all the family (do they have any bad or even mediocre restaurants out there?). Waking the next day, we left the Roadster in Julie's driveway for pick up by the transportation company while she dropped us at the airport. A few days later, it was back in the garage, none the worse for wear excepting the 2000 miles put on it in our 12 days in California.

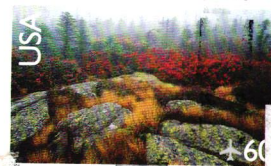
This trip was among the best we have ever taken. The family and friends, events and settings could not be improved upon. The driving was beyond compare—every one of the 290 some miles of paved road within Yosemite were created expressly for the open 356. Big Sur, Laguna Seca and 17 Mile Drive, not to mention the recreated Pebble Beach Road Course, rank right up there too. The mountain and canyon roads are simply a blast. Through it all, the Roadster performed flawlessly (not counting my draining the battery at the aquarium). If this is what 356 vacations are like, I hope the roadster plans another one soon and lets us tag along.

DAVE



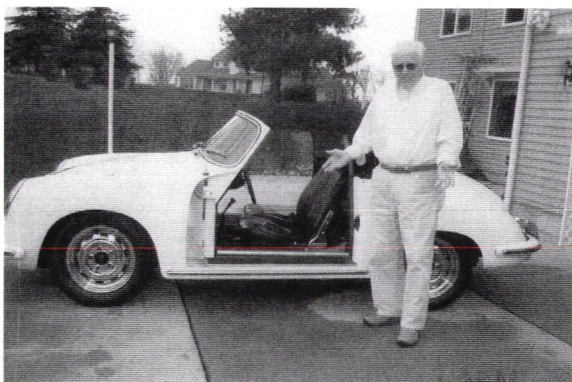
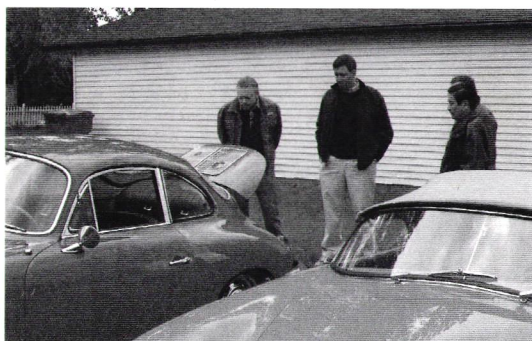
2487 Misty Lane,
Davison, Mi. 48423

AUSPUFF ROAR



2002

2

[illegible]

INSIDE THIS ISSUE