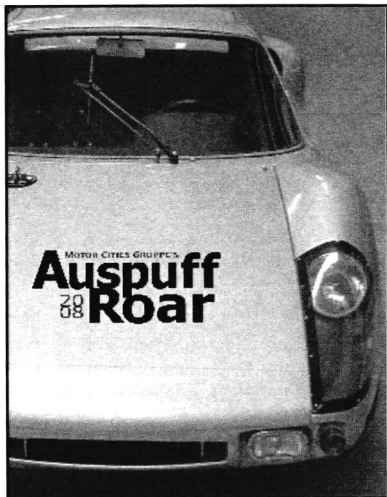


A black and white photograph of the front of a classic car, likely a 1960s Ford Mustang. The car's hood, windshield, and right headlight are visible. The text is overlaid on the lower left portion of the hood.

MOTOR CITIES GRUPPE'S
Auspuff
2008 **Roar**

JUNE/JULY

ON THE COVER



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.

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Alex Pollock's 1964 904-028
Photo by Dan Christie

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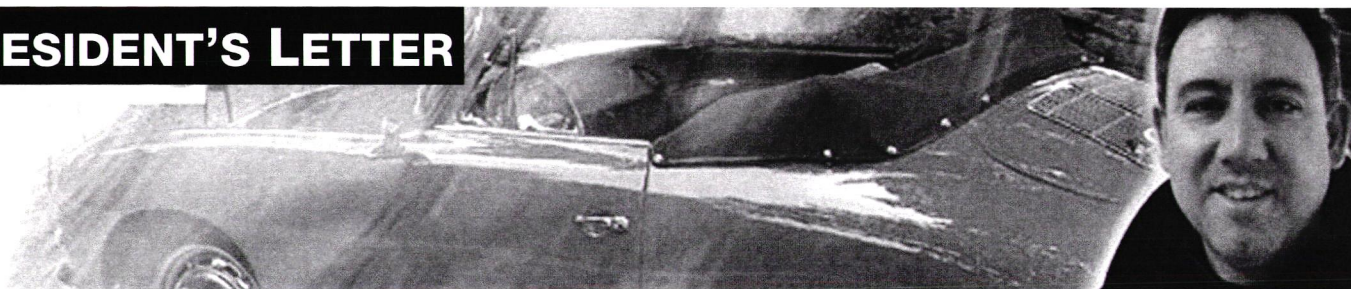
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Bill Demeter 313-331-4104



PRESIDENT'S LETTER



By the time you read this, the Spring Tour will have happened and I hope it was a great success! Now that the driving season is here, we can look forward to the Stoddard swap meet, Bay Harbor Concours, the Mid Ohio Vintage Gran Prix, the Gruppe Picnic at the Dunham's and the Alden Car Show in August. Be sure to check out 356MCG.com and click on the upcoming events section.

Your Board of Directors is planning to conservatively invest the funds in our treasury. Our goal is to help grow our money, ensuring the solvent future of the Gruppe. We are quite comfortable now financially and would like that to be the case for many years to come.

Tires Anyone?

Now on to the fun stuff. If you run 5.5" wheels, then you have virtually an unlimited choice when it comes to tire brands and sizes. Since 5.5" rims were never offered on 356's, then who cares what size tires you have as long as they don't rub your fenders, right? I say that in jest, but mostly out of envy. We 4.5" rim owners are VERY limited nowadays when it comes to tire brands and sizes. I have done a bit of research and what I have found is that most of the big-time tire producers have abandoned the 165/80 15" tires that fit so well on the 4.5" rims. Gone are the names Goodyear, B.F. Goodrich, Dunlop, Continental etc., unless you want them with white sidewalls, then they are available. Here are

the 165/80 15" black sidewall tires that I was able to find on the net:

<http://universaltire.com>

165R15 Vredestein Sprint Classic Blackwall "H" Speed Rated. \$99 each.

The Vredestein seems to be a good tire with a vintage "dogbone" tread pattern and a rounded sidewall that looks right on a 356. Price is not bad compared to some others and is probably the best choice if you want a totally vintage look without a high price. I have heard many good things about these tires.

www.Cokertire.com

165HR15 Michelin XAS (requires tube) \$226 each. 165SR15 Michelin XZX (tubeless) \$144 each.

The XAS, in my opinion, would be great for a concours car, but why have a tire with tubes if you really drive your car. In that case, if you must have Michelin, go with the XZX as it (like the XAS and the Vredestein) has the rounded sidewall and the "dogbone" tread pattern. Michelin quality at a lower price than the XAS.

www.tirerack.com

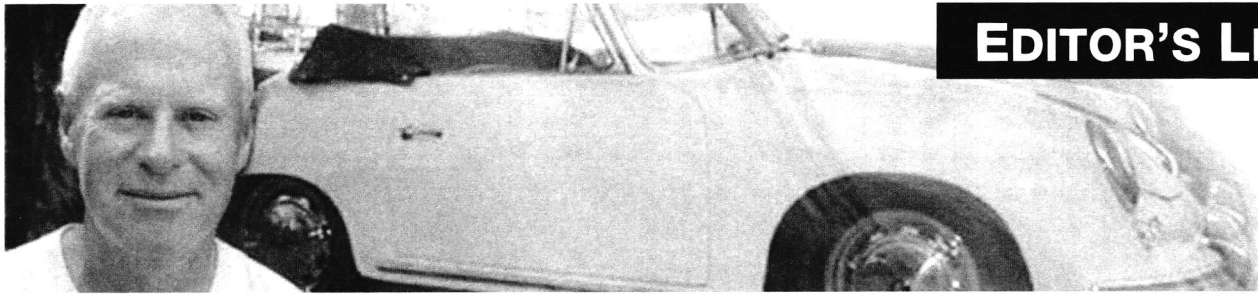
165/80 15" Kumho 758 Powerstar \$34 each. The Kumho has been a favorite of mine, as I really put the miles on my car and change them every other year. The 758 has the rounded sidewall that looks good on the 356 but has a modern tread pattern. If you can live with that they are a great choice. The only problem is that the Kumho 758 has been backordered for over a year! I have searched far and wide for the 758, but have found none

available, either locally at different tire stores or on the web. I was really starting to doubt that Kumho would make them again, but after contacting the factory I received a speedy reply that they will be available again by Summer 2008. Good news if you like the Kumho.

If you are looking for an economical 165/80 15" tire like the Kumho, I have found an alternative here in the Detroit area. Check out **McCormack Racing 3563 Fort St. Lincoln Park, MI. 48146, 800-999-3724**, they sell the 165/80 15" Nexen radial (\$50 each) as a skinny front tire on drag racers. I figure if they are good enough as a front tire on a top fuel dragster, then they will be just fine on our tubs. I went in person to see them and came away impressed. They had the modern tread pattern like the Kumho, but did not have the rounded sidewall. I checked the DOT code on several of them and they were made in 2007 and 2008, so they are fresh. I bought a set for my coupe after researching them on the web. Many positive comments on tire enthusiast chat boards indicated that they were quiet, had good grip, and handled well in the rain. I'll report back here on my experience with them once I get them mounted.

Please contact me if you find any errors or have more information on available 165's so I can report on it next time.

Regards,
Sebastian



EDITOR'S LETTER

Hello Everyone -

As you read this, the first MCG Club event of the season will have occurred and we thank Sebastian for putting together a great Spring Tour. What a great day — loads of fun, great weather, really great to be out driving in our 356s.

Next up: The Summer Picnic at the Dunhams on July 13th!

It just never ceases to amaze me that the fun of driving these great cars just keeps getting better. I guess that every year that goes by we recall how lucky we are to have such a fun hobby. I could look at these cars all day long and never tire of it. That's why I enjoy getting together at our events, to look at the cars, ask questions and share stories and great friendships. It doesn't take much effort, you come to the event, shake a few hands, and before you know it, you're involved!

I am relatively new to the 356 world, having owned two of these cars in just over 7 years. It seems like yesterday that my wife and I drove our Coupe home from Indiana, but

the friendships that I have made now seem life-long. The people in this club are so nice. If you're not involved, you're missing something great.

I talk a lot about being involved in the club. Usually my thoughts are that we need new blood, and we need to share the workload. And those things are all very true, but as I was driving home from the Spring Tour, I thought that the real reason is the fun of seeing each other. That's really it — even more important to me than the cars.

So give it a try. Come see some friends that you haven't seen in a while. If you're one of the long-term members and you haven't seen some of your old friends in a while, come see them. If you're a newer member, like me, come and meet all of these wonderful people. They're funny, helpful and will become great friends.

I have made some recent pleas for articles/stories for the Auspuff Roar and I really want to thank those of you that have come forward to help. It's much

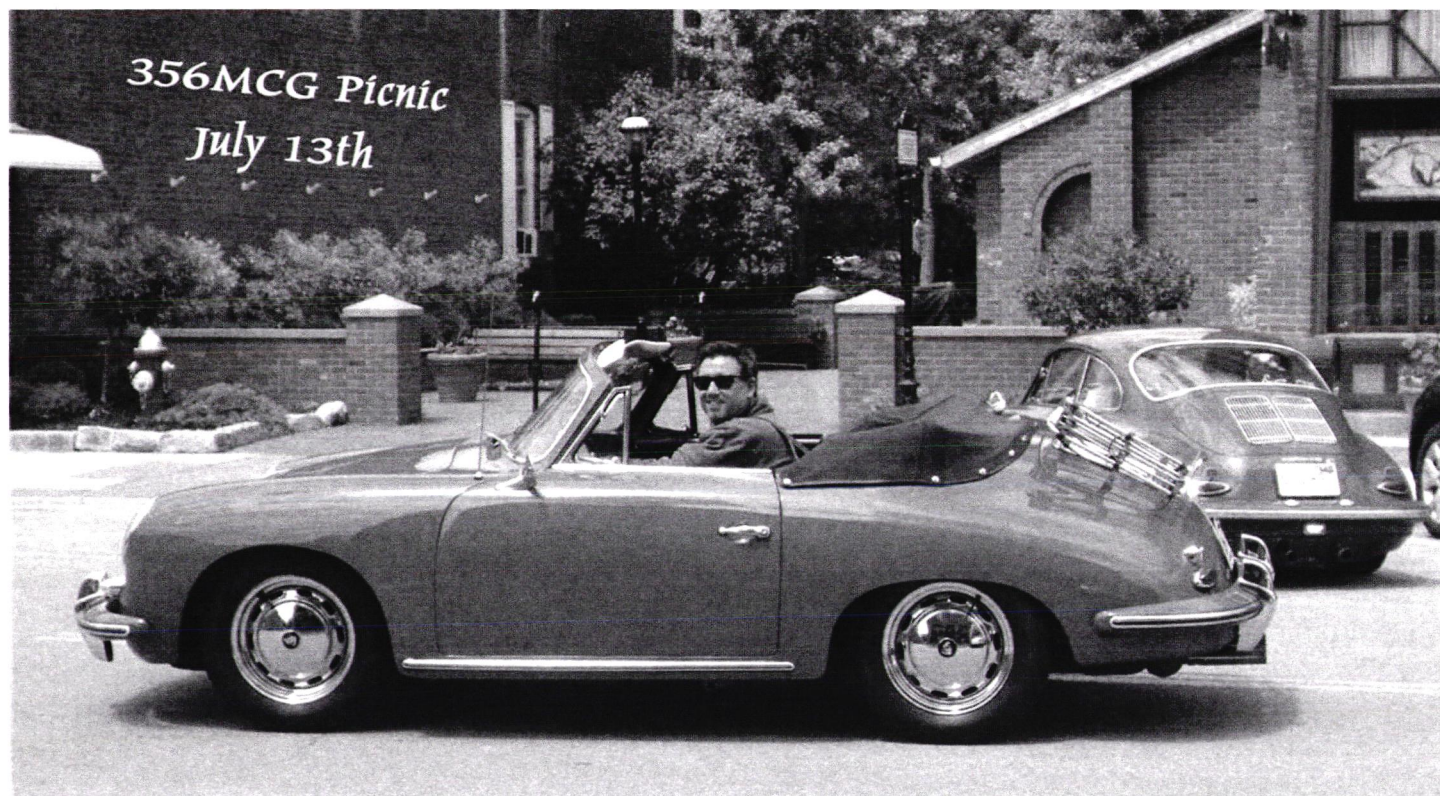
I could look at these cars all day long and never tire of it.

appreciated. Keep them coming!

We have some great features in this June/July Auspuff Roar. Dan Mazur writes an interesting article on headliners. We have a new column of keen insights from the infamous Dear Porsche Man, Dennis Denyer gives us a fun look at more activities at the LA Swap Meet, Dave Peterson updates us about some old friends of many of our members, and there is much more. Please also pay special attention to our events calendar. It changes all of the time with new information. There are loads of activities to choose from.

That's it for now, enjoy the season!

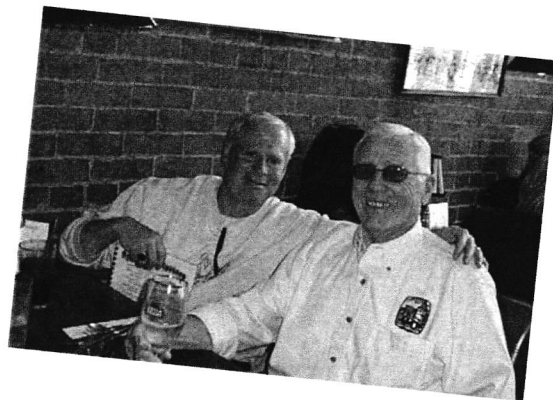
Dave Preston



Calendar of Upcoming Events

June 13 – 14	Stoddards Literature Swap Meet	August 16.....	Woodward Dream Cruise
June 18 – 22	West Coast Holiday Squaw Valley - Lake Tahoe	August 16.....	SEM 50th Anniversary GM Heritage Museum
June 20 – 21	Bay Harbor Concours	September 4 – 7.....	Watkins Glen SVRA Vintage Races
June 24 – 29	SVRA at Mid-Ohio Vintage Races	September 4 – 7.....	East Coast Holiday - Lancaster, PA
June 28 – July 3.....	2008 Porsche Parade – Charlotte, NC	September 13.....	MCG Board Meeting 10:00AM at Stuart Tool Establish ballot for all 2009 candidates
July 13.....	MCG Picnic at the Dunhams' Chairpersons: Lanita & Ted	September 20.....	Drive your Porsche Day 2008 Form a group and drive your 356!
July 13.....	MCG Board Meeting (Briefly at Dunhams') Seek nominations for 2009 election	October 4 – 5.....	Fall Color Tour, Chairpersons: Tom Hudson & Dave Preston
July 16 – 20.....	Brian Redman Race Road America, WI	November 6	MCG Board Meeting 0:00AM at Stuart Tool Initiate 2009 Election
August 1 – 3.....	Waterford Historic Races	December 6.....	Holiday Party – Canterbury Village (tentative date)
August 3.....	Meadowbrook Concours		
August 8 – 10.....	Alden Car Show & Leelanau Wine Tour, Details to follow, Chairpersons: Dick Beecher & Bill Hallandal		

356 Motor Cities Gruppe



2008 Spring Tour

by Carole McConnell

The morning of Sunday, May 18th, was a bit cloudy with cool temperatures, however, 26 hardy folks and their cars gathered in Milan for the start of the Spring Tour to Grand Rapids, Ohio.

There was an assorted blend of cars that included nine 356's, a Boxster, a 1969 Porsche 912, a 1969 911R, a BMW and a Honda.

Along with many of our faithful members, it was great to have some new people join us. Dan and Yuka Mazur, in their 1960 Roadster, were joined by friends Susan and Tom Haddock from Ann Arbor who enjoyed their first outing with our group. Jared Rundell and Nikki Kallek were new faces as well.

Being the hearty young man that he is, Sebastian put the top down on his beautiful Cab,

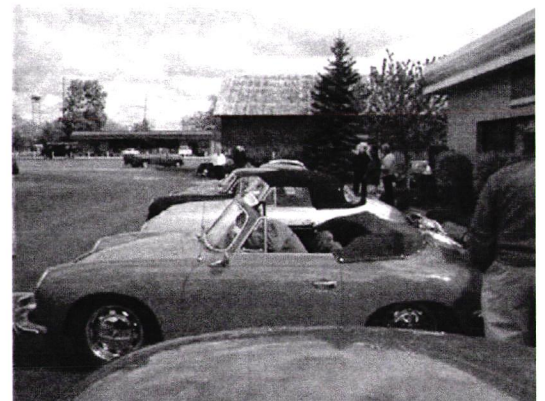
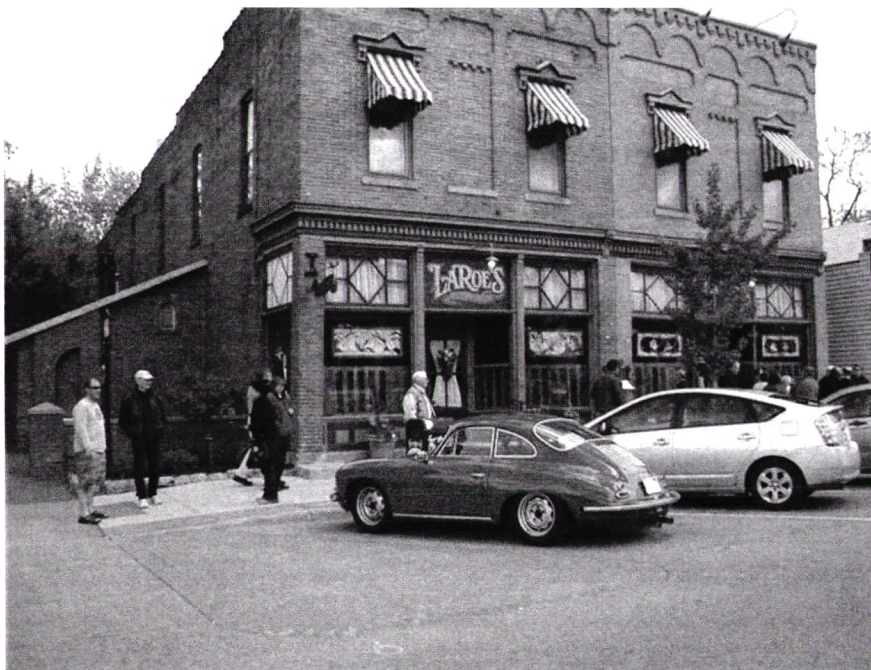
bundled up and led us on a picturesque tour through wonderful farmland as we wound our way over back roads in Michigan and Ohio. There were many waves of greetings from local people as we drove through the countryside. In the town of Grand Rapids, Ohio, on the Maumee

River, we had lunch at LaRoe's Restaurant where we enjoyed the company of our fellow travelers. After lunch, folks did some browsing in the shops and galleries that lined the main street of town as well as viewing the street rod show



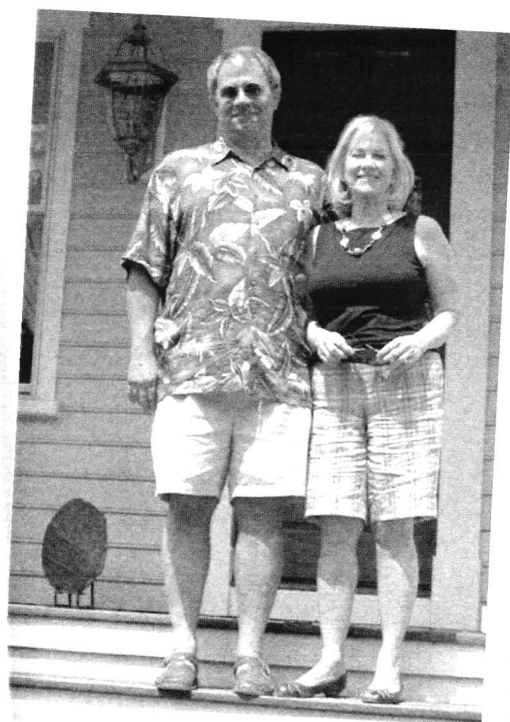
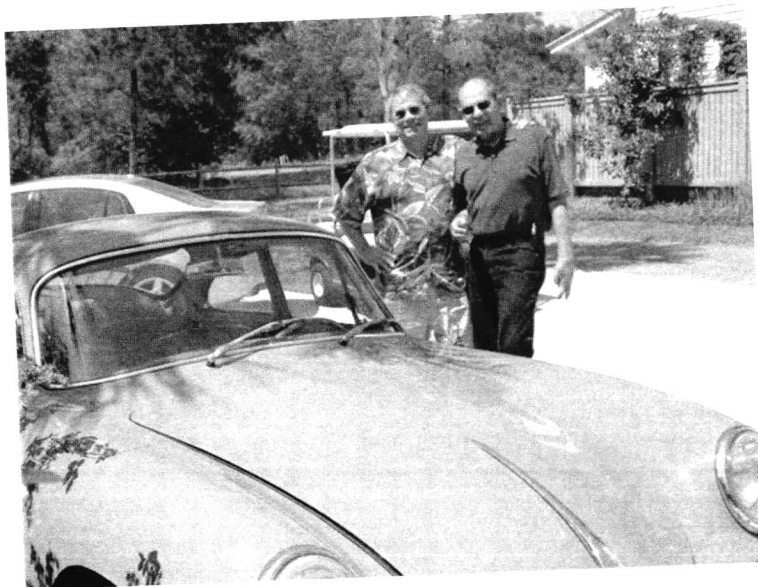
in a nearby park.

Our many thanks to Sebastian for planning and organizing our first outing of this year. It was a delightful day.



A Visit with Our Friends in the South

Story and Photos
by David & Barbara Peterson



This past March, we fired up the new 911 and decided to find out if it was the road car we had hoped it would be. This test run was to visit our daughter, Laura, and her family in Houston for several days at Easter time and then stop and visit friends, Ron and Debbie Oye, on Kiawah Island, South Carolina, for several days before heading home. Well, it certainly was not on the way home, but then again, we wanted this to be a good test. We actually drove in and through 15 states on this trip.

Somewhere in Louisiana, en route to Kiawah Island, Barbara got on the cell phone and called our South Carolina transplants, Len and Linda Hanson. We wanted to know if they were available for lunch two days hence and also wanted to know if we could bring the Oye's along. (Ron and Debbie are the owners of our 2000 Arena Red Boxster.) The answer was 'yes' on both counts.

As you may recall, after Linda retired from teaching art in the West Bloomfield High Schools, they decided to move someplace warmer

than Michigan and having always been fans of Charleston, Len and Linda felt that area was the place to settle. So they purchased a lot in Mount Pleasant, immediately north of Charleston, and built a beautiful Victorian house in a really charming village-type neighborhood.

Two days later, we stood on their front porch and rang the bell. The news is good: with the Hanson's – nothing has changed. They look absolutely great, they are just as hospitable and charming as always, and we picked up our conversation



as if we had last seen them only a few days ago. Off we went to a neat restaurant overlooking Charleston Harbor, catching up with their southern escapades between bites of fresh fish prepared the Charleston way.

After lunch, we headed back to their house. You may recall that when the Hansons were building their house, they encountered a prohibition of standalone garages. Not to be deterred, they pressed the issue – with a very positive outcome. Additionally, they set a precedent, and now many more of those building new homes since Len and Linda moved in are insisting on having the same garage option. The tour of the house revealed spacious rooms accented with antiques and Linda's and their daughter, Ashley's, art work on the walls. They are both exceptionally talented.

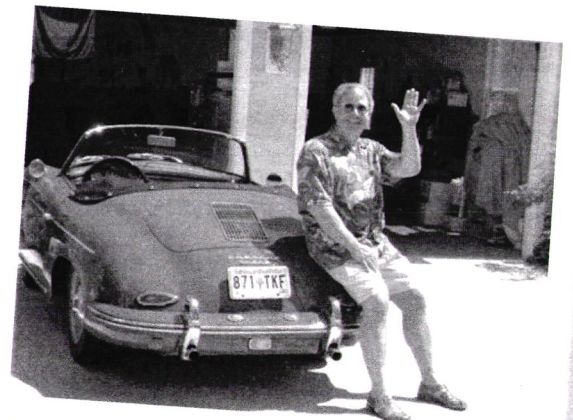
The tour of the garage revealed

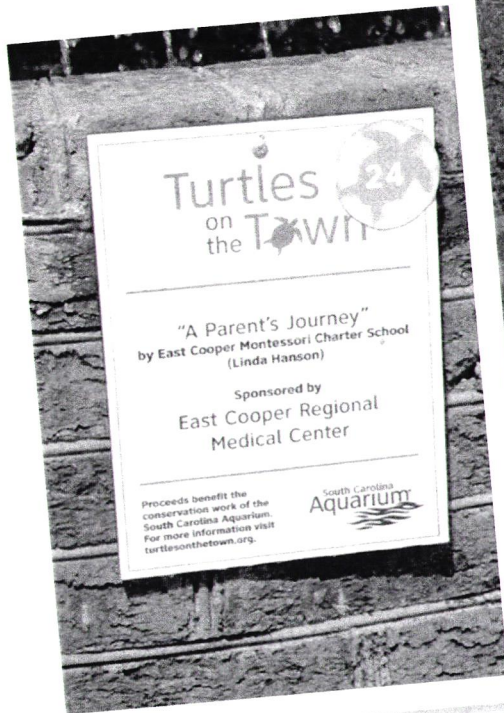
that they still had both 356's; Len's red roadster and Linda's blue C coupe. Both cars get out and driven – but as is the case with all of us, “Not as often as I'd like to...”

Len wanted to know if the Breakfast Club at Neil's was still active, as he does miss those Saturday mornings. I assured him that it is indeed live and well, with same cast of attendees plus some more recent 356 converts. Len said that there is a group of 356 folks that get together periodically on a Saturday morning, but not with the regularity and numbers that gravitate to Stuart Tool where there might be a new 356 sitting in the line of cars trailing away from the hoist and the bagels are always brought in by Dennis Denyer.

About a year ago, Linda returned to teach-

ing art one day a week in one of Mount Pleasant's charter schools. Shortly after she was back on board, a city-wide art project was launched. We in Oakland County recall the art project in Birmingham where various artists and art groups transformed identical castings of a tiger into unique pieces of art. These were sponsored by Birmingham businesses and displayed around the downtown area.





The same concept was applied at the Charleston Aquarium, except in this case, the casting was of a large sea turtle. Linda came up with a wonderful means of getting each of her students totally involved – with her theme called “A Parent’s Journey” a very large turtle is carrying all of the baby turtles on her back. Each student had to make their own turtle out of clay, decorate it, glaze it, and fire it into a beautiful individually unique piece of pottery.

Linda felt that Len should also be a part of the school art project, so he was assigned the task of gluing each of the baby turtles onto the mother turtle’s back. It was then put in its permanent display location in the entrance court of the regional medical center. The local art council judged



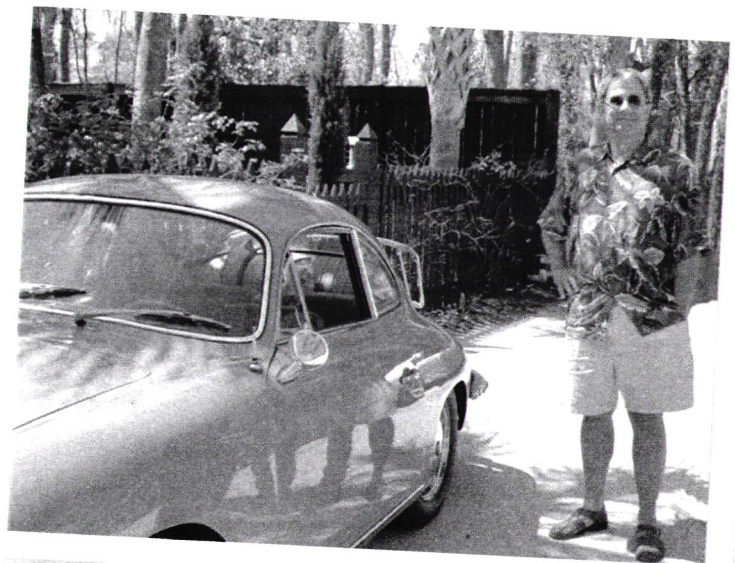
all of the entries and selected Linda and all of her students’ turtles as the overall winner of artistic creativity and execution. Well done, Linda!

Our afternoon visit concluded and it was time to say goodbye for a while. Besides having a wonderful day with old friends, we also experienced a marvelous blending of that famous “Southern hospitality” with

“Hanson hospitality” – a combination that cannot be beat.

Len and Linda stay in touch with the Motor Cities Gruppe happenings though the Auspuff Roar, but they also welcome an e-mail or a phone call (both listed in the latest member directory).

Incidentally, the new 911 is a great road car!





National Cherry Festival



FAMILY CAR SHOW

SUNDAY, JULY 6

141 RIVER'S EDGE DRIVE
(ENTER FROM CASS STREET)

- Registration from 8 – 11 a.m. on Sunday, July 6, or use the pre-registration form below
- Show is from 11 a.m. – 4 p.m.
- Goodie bags for the first 150 entrants
- Awards presented at 3 p.m.
- For more information, please contact Bob DeKorne at 231-933-3766 or log on to www.cherryfestival.org/carshow
- Cruise Night, Saturday, July 5. For information, please call Neil Livasy at 231-883-4871

**FEATURING THE
GM FUTURLINER!**

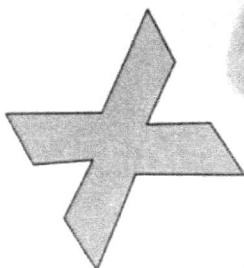


PRE-REGISTER BY JUNE 27 – \$12 • REGISTRATION DAY OF SHOW – \$15

Name: _____ Phone: _____
Address: _____ City: _____ State: _____ Zip: _____
Car Make: _____ Model: _____ Year: _____
Car Club: _____

Mail To: National Cherry Festival, 250 E. Front Street, Suite 301, Traverse City, MI 49684 • Phone: 231-947-4230 • Fax: 231-947-7435

2009 Elections – 356 Motor Cities Gruppe



Summer is just upon us (mercifully) and it's time to start thinking about 2009 elections. Your 356 MCG Board of Directors has rededicated itself to insuring that elections are held each year for the open Trustee positions. In addition, there will be a self-nominating process implemented, just as the 356 Registry does. We strongly encourage any club member to run for a Trustee position – we can always use fresh ideas!

A self-nomination form will be included in the August/September issue. If you are interested in running for election, you will fill out a small form where you can talk a little bit about yourself and why you'd like to be a Trustee. These will not be edited except for obvious spelling errors. We'll ask you to write 100 words or less – no big deal.

Please think about running. We are serious when we say we can use fresh ideas from new people. Perhaps you were more involved in the Club in the past, and would like to get re-involved. Please very strongly consider throwing your name in the ring!

For 2009, the two Trustee positions currently held by Barbara Skirmants and Dave Preston are open. If you have any questions about this process, please do not hesitate to contact Dave Preston or any Board Member.

Thank you,

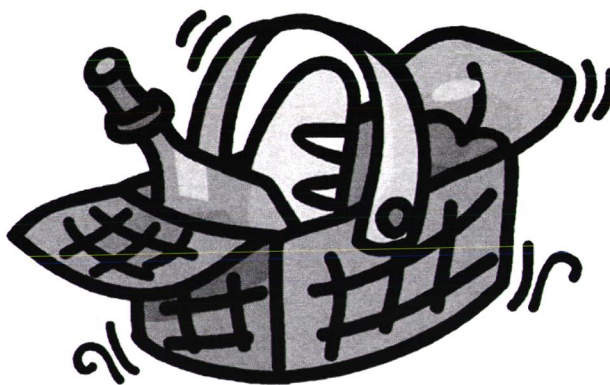
Dave Preston
Trustee & Editor

Phone: (248) 656-9671
E-Mail: Dmpreston2@comcast.net



356 MOTOR CITIES GRUPPE ANNUAL

SUMMER PICNIC



WHO: YOU

WHEN: SUNDAY, JULY 13TH

WHERE: TED AND LANITA DUNHAM HOME - 12277 JACOBY RD. MILFORD

WHY: BECAUSE WE LIKE YOU!

TIME: 12 NOON UNTIL WE KICK YOU OUT AT MIDNIGHT!

(We do have 2 sofas, an extra bed and an air mattress – but call ahead to reserve your spot on one of those.)

We've rented a tent, tables and chairs for 90 of you and your 356 friends. We have also planned a catered meal with 3 meat choices, 2 potato dishes, baked beans, 3 salads, buns, drinks, plates and plastic utensils. We're cleaning the garage, mowing the lawn and scrubbing the bathrooms, (washed our hands) - now all we need is you! "But what will I wear?," quoth the Grinch.

Please bring a hors d'oeuvre (you know, chips and munchies) or a dessert (pie, cookies, brownies, cake). Call us and tell us what you want to bring, besides your 356. Also B.Y.O.B. **810-225-6126**

Plan on shining up your 356 and drive on over to Brighton Twp. Most of you have been here before, and should know the way, if not, check out **MAPQUEST**. We're going to try to park cars in the shade (we do have a few birds), and you may wander our "vast estate" and sip something cool, for a very pleasant and friendly afternoon.

We'd love to see you and your Porsche 356 again! Other rides are welcome too, but must park on the back "40"!

Sincerely, Ted & Lanita Dunham

Dear Porsche Man:

Dear Readers – This is the first in a semi-regular series of articles that will feature questions sent into and answered by the infamous, “Porsche Man”.

Dear Porsche Man:

When should my husband restore our 1965 356C Coupe?
It's getting a bit tacky and the body is starting to bubble.

Signed: Bubbles in Birmingham

Dear Bubbles:

Start as soon as possible, since prices of parts and the cost of labor seem to be going higher. More importantly, your 356 is showing signs of rust with those bubbles, and the longer you wait, the more it will cost to repair.

The first step to restoration is to find INSPIRATION. Find some auto magazine articles about “everyday people” who have completely restored their cars all by themselves.

These articles always begin with a 2”x2” black-and-white photo of a horribly rusted-out 1963 VW, with straw, trash and hubcaps thrown all over and rats peeking through the headlamp holes waving at the camera.

The caption says: “This is Louie and Angie’s Barn Find before they decided to restore it themselves.” Next you see a series of glossy 5”x7” colour photos of a spectacularly restored Porsche 356A Carrera GS. The engine compartment is so immaculate that neurosurgery is scheduled in it for 6:00 a.m., Tuesday. It is obviously a completely different car from a Swiss collection.

The article reads: “Here’s how the Earl Louis and Lady Angela Rothenwealth’s sports car looks after their restoration project. It turned out to be ‘much easier’ than they expected and they are selling a step-by-step outline of the restoration for only \$19.95. ‘All we really had to do,’ explains the Earl, ‘was to dip the body in paint remover, paint it and sew-up the seats.’ The Earl’s next do-it-yourself project will be a nuclear submarine. It will also be documented with a two-part series on the Discovery Channel.

Now that you have been inspired, take a critical look at your 356C. Run your hand over the finish; it will probably feel like taffy. Those years of wax buildup have caused you to think that the car was originally a beautiful Togo Brown, when in fact underneath the layers lies a well worn Light Ivory finish. Even worse, your car is painted metallic purple with “star-burst glitter” and a pink stripe on the sides. Actually, the only reason German law doesn’t specifically state that Porsches be painted only in original colours is that the Founding Fathers never dreamed that anyone would be stupid enough to paint a 356 metallic star-burst purple.

Once you’ve decided on which original 356 colour you’ll use, you then gather up a LARGE sum of money and have the car restored professionally if you don’t have the years and skills to do it yourself. If you don’t have a banker or counterfeiter in the family, then you’ll have to get your husband to pay a visit to a local Godfather or maybe “Old Uncle Phil”. Good luck!

Dear Porsche Man:

Boy, am I mad. After I worked all winter on my car and just got it back on the road, it was hit by a hailstorm. I don't want this to happen again, any suggestions?

Signed: Burned

Dear Burned:

Sorry to hear your news. I know what its like to lose a lot of work down the old drain whenever the Rouge River overflows.

I did some checking around, and found that hailstorms are hard to predict - it can rain one minute, and hail the next from the same thunderstorm. Maybe you should talk to one of my friend's distant cousins, "Cousin Milt" in Tennessee.

Cousin Milt decided he'd had it with sudden hailstorms, so he built a shed with only two sides so that he could pull his convertible in and out easily. However, Milt took the idea a little too far. He didn't want any damage and he was getting tired of the family goat chewing the metal top of his shed. So, he covered the shed roof with thick rubber sheets that were found in the junk pile next to a manufacturing plant. He figured that the goat wouldn't like the taste of rubber and any hailstones would hit the rubber roof and then bounce away. What he didn't calculate was that the rubber manufacturer was the main supplier for children's "Super Balls®" --- you know, the rubber balls that bounce to 95% of their original height.

One day, the goat was sitting on the shed roof eyeing his next meal, when, you guessed it, along came a quick and tremendous hailstorm. The hail bounced off of the roof and the sun came out about 2 minutes later. Pleased as punch that his solution had saved his car, Milt jumped into his convertible and drove it out of the shed to check for any damage. Seeing none, he turned on the car's radio and promptly felt the weight of thousands of cold golf-ball-size hailstones and one very surprised goat upon him.

When he came to, Milt was up to his coveralls in hail and face to face with the goat. His car not only had hail and goat damage on the exterior, but inside also. Try explaining that to your insurance agent.

To this day, Cousin Milt won't go outside after a storm for a whole day. The car just sits there with a big hole in the roof and glass jars full of moonshine placed on the seats. The goat? Well, he still likes to sit on the shed roof; I suppose he's waiting for his next flight to arrive!

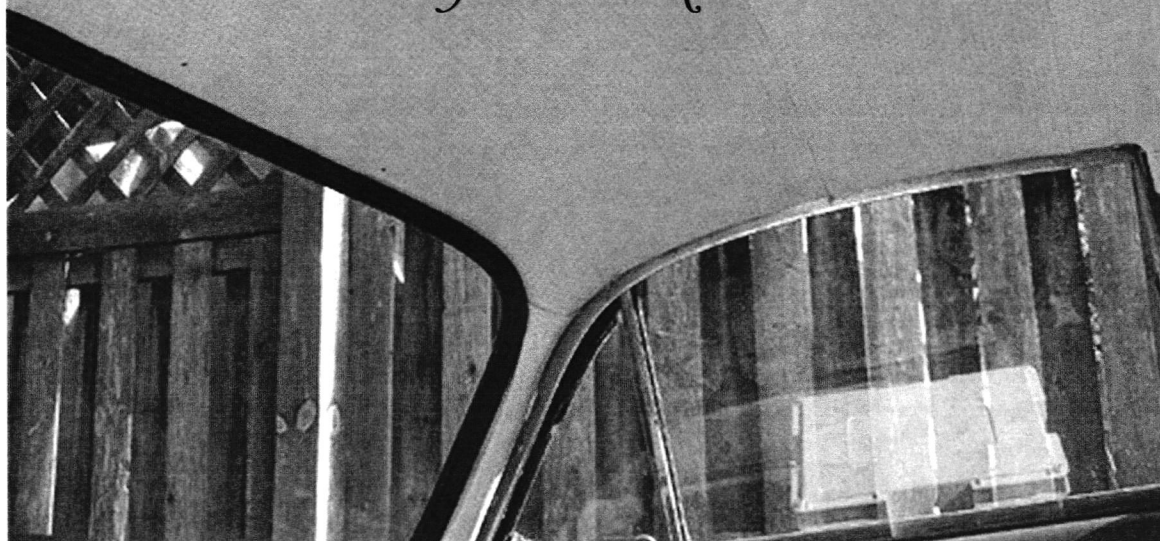
Porsche Man Spring Tech Tip:

Don't forget to put the oil drain plug back in the hole BEFORE pouring in the new oil! Yeah I know, NO ONE has EVER forgotten to do that!

Porsche Man Promises: "I will reply to all of your questions... that I want to."

HEADLINER RESTORATION

by Dan Mazur



This winter I bought a “driver” 356 through the Internet. It’s a 1965 C Coupe. When it arrived, my hopes of driving the car anytime soon evaporated as the commercial hauler unsympathetically pushed it off his truck and abandoned it at the local Meijer. Mother Nature conspired by adding 8 inches of fresh snow on top of the poor little coupe before I could get it deposited in my driveway.

When I removed the covers this spring, it was clear that most of the car would clean up very nicely, with the possible exception of the headliner. The vibrant white cloth was soiled by tobacco smoke and had turned a coffee shade of brown and was framed by moisture stains along the edges. It was however, free of other damage. This posed a dilemma. The windows and rubber

trim were all in good shape, so other than the unsightly appearance, there was really no motivation to replace the headliner. So I set about trying to clean it. I scrubbed it with everything in our household armory while trying to convince myself I was making progress. With weakened shoulders from shoveling the record snowfall this winter, I was forced to work smarter.

I remembered being surprised by an article in a British Car magazine in which the author used spray paint to renovate his seat upholstery. And so I decided to try painting the headliner. If it didn’t work out I could always replace it, right? Nothing to lose!

I called the local auto paint store (Ypsilanti Auto Parts, Tools, and Paint, 10 N. Park St. Ypsilanti. 734-482-2362). The in-house paint

expert assured me he had successfully painted headliners in the past and it works well as long as an adhesion promoter is used first.

I picked out a high quality Vinyl paint made by SEM along with the recommended adhesion promoter. The color was sailcloth white (SEM #15603), which sounded perfect on a beautiful spring day. The adhesion promoter was a product called Sand Free (SEM #38363).

Preparation started by removing the front seats. This gave room to move around inside the car and reduced worry about accidental overspray. Next came taping off the rubber window trim. For this I used 3M green painters tape (also purchased at the auto paint store). I pulled the trim back from the headliner using the tip of a blunt 90 degree pick (Snap On tools) and

slipped tape between the trim and headliner with the adhesive side toward the trim. I released the pick and folded the tape over and onto the opposite side of the trim. This “wrapped” the trim in tape, which worked very well and left no witness lines. Household lawn bags were cut up to cover the dash and rear panels. A painter’s tarp was draped over the open doors and across the floor of the car. On this car, the rear quarter windows were removed for other reasons, which proved problematic as it allowed overspray to reach the fenders.

The painting went very quickly. However, the instructions recommended spraying the first color coat while the adhesion promoter was still wet. I found this hard to control as the mixture of the two was runny and the color coat streaked in a few places. I wiped the runs with a cloth, which looked bad at first but after subsequent coats blended unnoticeably. Next time I will allow the adhesion promoter to dry a little longer. The color coat went on about as you would expect and dried to the touch quickly. I sprayed two coats of color at first and checked out the results. I thought I could see shadows in several areas after it dried, so I followed on with a third coat within an hour of the first two.

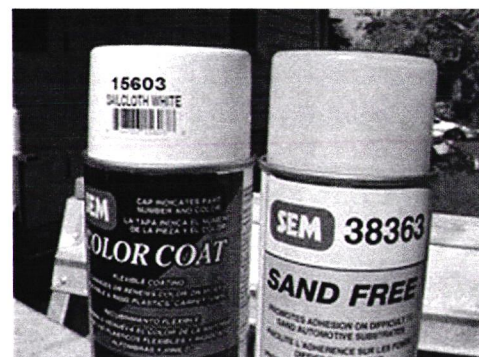
Results were great. All the stains and discoloration were completely covered and replaced with a homogenous, vibrant white. None of the holes were plugged up. The fabric remains flexible and supple. Basically, it looks like a new headliner. One thing I did notice is that it appears a little shiny when viewed at an angle with a reflecting light. From inside the car,

that is not noticeable and it looks factory new.

Here are a few additional tips from this experience: Wear a good respirator and goggles. Work upwind of the area you are painting. Align the car so the wind blows through the open doors. Plan on three coats of color, the first one is blotchy, the second is much better and the third will cover any thin areas that show up after the first two dry. Don’t worry about the little holes in the fabric, somehow they take care of themselves and none of them were clogged with paint.

Invest in the two dollar plastic handle for the spray can as my hand was cramping from pushing down on the spray nozzle. I used one can of adhesion promoter and one and a half cans of color paint.

I have always considered changing a headliner to be a big job, but by painting, I was able to achieve a great looking result in just a few hours. I am still amazed at how much a fresh looking headliner improves my overall impression of the car. It has encouraged me to continue on with other tasks to make a nice driver out of a neglected but otherwise sound 356.



Irish Eyes Have Smiled

By Mike Heilmann

The whirlwind of events that were the 2007 East Coast Holiday were followed the very next day by my stepping on a plane to celebrate my wife's birthday in Ireland. As Irish luck would have it, I read about the Irish Classic & Vintage Car Show at Terenure College in Dublin. It is the biggest and best-attended car show in all of Ireland. The show has been organized by the Irish Jaguar & Daimler Owners' Club since the late 1980s.

A short bus ride through town brought me to the grounds of the Boys School site of this fundraiser for DEBRA Ireland (the Dystrophic Epidermolysis Bullosa Research Association). The Charity event assembled 1,441 cars in a most diverse display of Irish car Clubs on the lawn of an Irish Boys Prep School on a fine summer day. The weirdness factor was in overdrive as I made my way through the Bond Bug display and on to the Japanese micro cars. Mundane family cars joined the Jaguar club's display, which featured tea biscuits and snacks. The diversity of cars was simply a sight to behold.

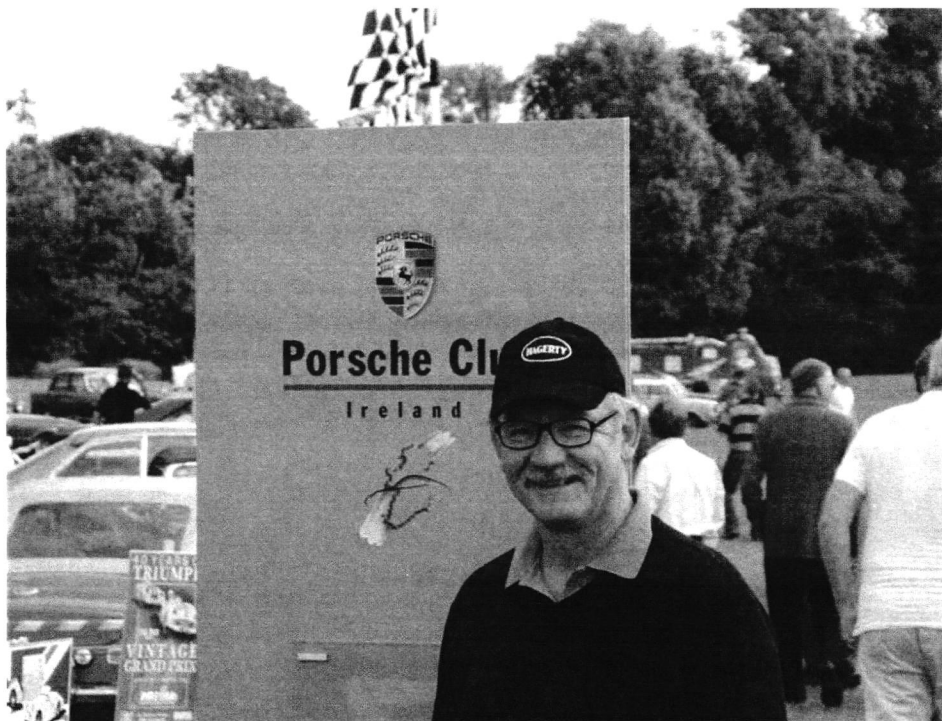
The show included Motorbikes,

Commercial and Military vehicles, American Cars and trucks, as well as Kit and Custom cars. Lambo doors on a shag-carpeted love Van screamed Austin Powers. The "Auto Jumble" featured a tremendous array of junk and English car parts. I wondered if the Hotel we were staying in was too expensive when I saw the doorman lording over the Rolls Royce Club display with his own vintage twenties Silver Something high

on a display. A complete snapshot of the event can be viewed at: <http://public.fotki.com/serri-ty/2007/terenureclassicvintage>

The Porsche Club of Ireland was well represented as I sighted a beautiful Champagne Karmann Coupe at the end of the row of Stuttgart metal. The light yellow 1965 356 is owned by Registry member Albert Harding.

Albert, being a veteran owner



of many previous right hand drive Porsches fell in love with the 356 shape on a recent American holiday. He began his search in earnest and realized that a 356 was not going to be an easy find in Ireland. On the other hand, he proves the Yogi Berra adage that you can see a lot by looking.

Craigs List in Los Angeles offered of a "one family 356" that drew his interest and began a flurry of e-mails between the coasts. The car, unbeknownst to the former owner, was heavily-optioned with a segmented wood steering wheel, chrome horn ring, chrome wheels and a complete service history from its previous owner, who used the car as a daily driver in Los Angeles to commute to his practice.

Albert had previously met Dana Point Registry member Pete McNulty, who generously assisted in the inspection of the car, as Albert was 9,000 miles away. Pete is a good friend of Orange County Porsche wrench Jack Staggs. Pete gave the high sign to Albert and the 356 was



put in a container bound for the Emerald Isle.

Albert's 356 sees daily duty driving Albert to work on the "wrong side of the road". Albert told me that this purchase has been his most rewarding Porsche to date and that is why he chooses to drive it so much. The coupe drew as many looks at the Vintage Car show as the Polar Silver 911 Turbo a few doors down.

Keep the faith Albert and many thanks for sharing your thoughts with us. If you are ever over here in our corner of the world, please come by and visit us at the 356 Motor Cities Gruppe! We'd love to show you our collection of wonderful 356s.

This year's Terenure College Classic & Vintage Car Show is on Sunday July 6, 2008 in Dublin 6W, Ireland. Contact Ken Cleary 087 258 0245 or email: kenc@imagine.ie.





Hints for travel to **Los Angeles**

By Dennis Denyer

In our annual travels to L.A. for the Porsche Swap Meets, we've always taken an extra day to see some of the sights that car guys shouldn't miss. I thought I would pass along some hints for a car guy visiting Los Angeles with a little bit of time on his hands. Just a suggestion here; if you're traveling with your wife, it is suggested that you go on the "Budget Plan", it's wise to meter out these visits so as to avoid any unpleasant confrontations - if you know what I mean.

THE PETERSON MUSEUM — located at 6060 Wilshire Boulevard in Los Angeles. This an excellent museum created by Robert Peterson (from the Peterson Publishing Empire) with a permanent exhibit plus theme exhibits throughout the year. The building is a former department store complete with escalators & elevators for ease of getting around. Hours are from 10:00am to 6:00pm daily, Tuesday thru Sunday but closed on major Holidays. There is a gift shop and a website, admission is \$10.00 and well worth it.

WALLY PARKS NATIONAL HOT ROD MUSEUM — located at 1101 West McKinley Avenue in Pomona. This is the former LA County Fairplex and features the famed Pomona Drag Strip. The museum is dedicated to hot rodding and drag racing with a rotating collection of cars, both owned and loaned. So, if you've been there before, chances are you'll see something new each visit. If you remember the 50's & 60's, this is a must-see. Hours are 10:00am to 5:00pm Wednesday thru Sunday except major Holidays. Admission is a small donation of \$7 for adults and \$5 for children and old-farts.

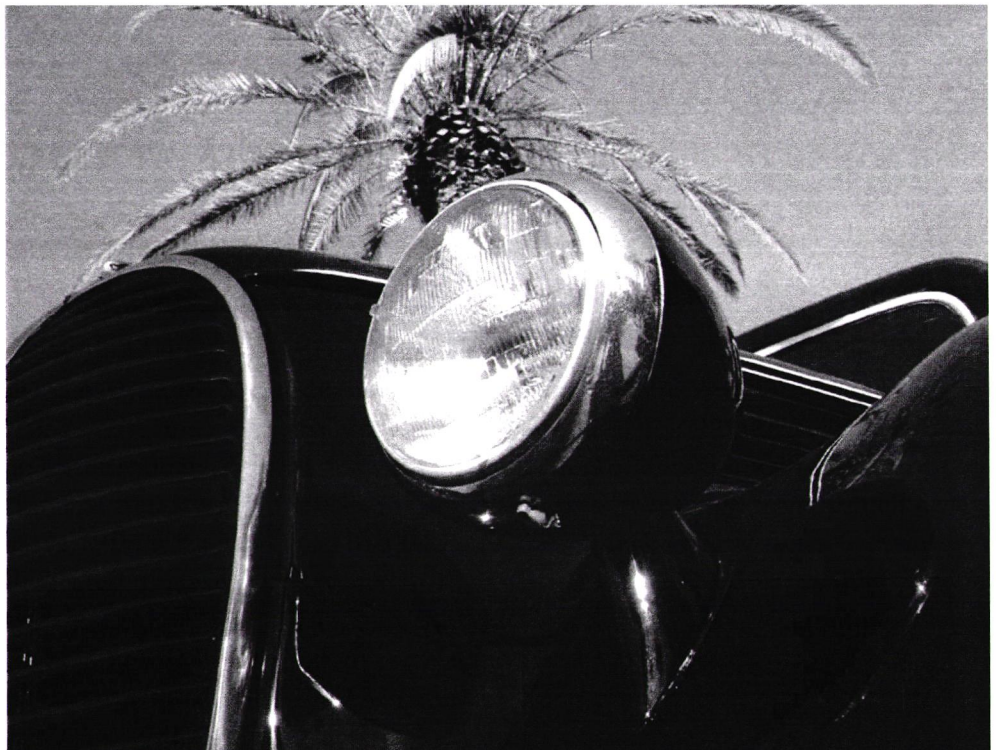
THE JUSTICE BROTHERS RACING MUSEUM — located at 2734 Huntington Drive in Duarte. This is a museum that is located in the lobby of the company's business (how cool is that?) plus in an adjacent building. The Justice Brothers are well known in racing, they've been sponsoring racers since the 40's. Their automotive products are distributed worldwide and their names have appeared on Indy cars, mid-gets, stock cars, racing boats, off-road racers and even airplane racers. Their collection of cars and boats on

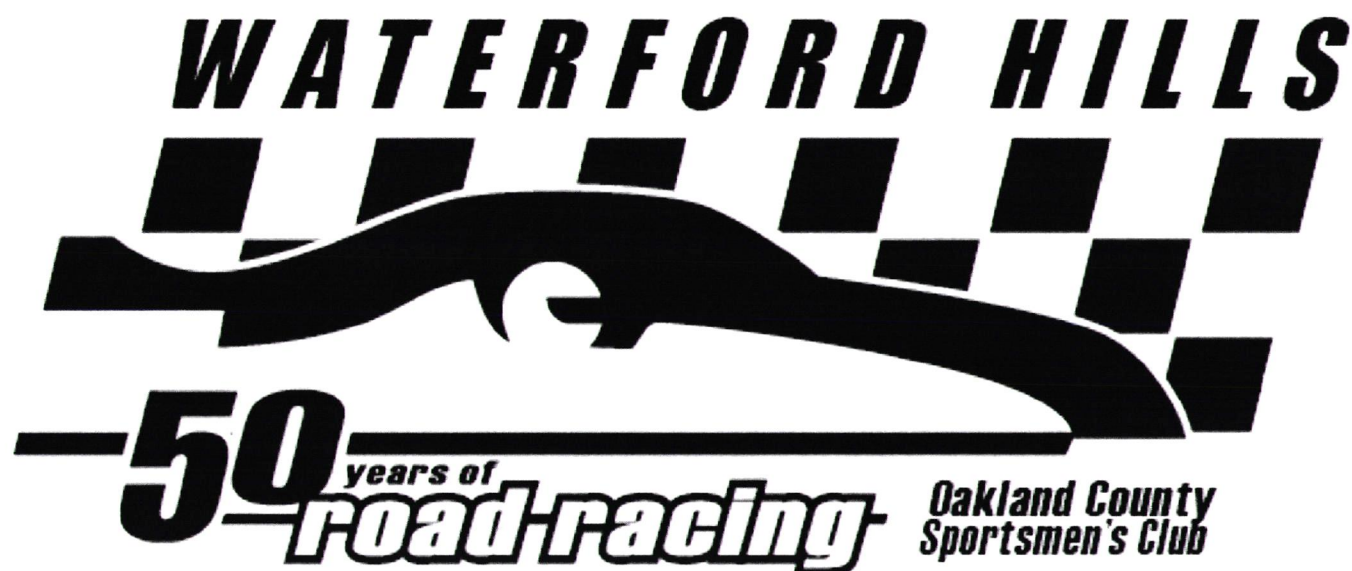
display is a history lesson on racing in the U.S. and the driver's names read like a who's-who. Their hours are 8:00am to 5:00pm weekdays and admission is free. This one is not to be missed.

THE SO-CAL SPEED SHOP - Founded by the legendary Alex Xydias in 1946, this speed shop rapidly became a hotbed of racing on the West Coast. Racers from all facets of the sport were Alex's customers; from Bonneville to circle tracks to the street rodders, they all came to feast their eyes on the latest trends in hot-rodding. The So-Cal Speed Shop turned out legendary roadsters and coupes that are still coveted today and when Alex closed the doors of his shop to work for Car Craft Magazine, it was a sad day. A mere 35 years later, an enthusiast named Pete Chapouris convinced Alex to allow the name to continue. Now this 30,000 square foot shop turns out some of the finest street rods out there. They're located at 1357 East Grand Avenue in Pomona, just a short drive from the NHRA Museum. Some of their work has been shown and won the Pebble Beach Concours d'Elegance Hot Rod Class, so this is no amateur endeavor. They have a neat gift shop and they will even give you a tour of the shop so that you can see their latest projects.

THE NETHERCUTT COLLECTION — This collection is a world-class treasure house of prize-winning automobiles, automobilia, mechanical musical instruments and antique furniture. The automotive section features over 200 cars

dating from 1898 to 1982 with dozens of Pebble Beach, Amelia Island and Meadowbrook winners. Built by J. B. Nethercutt, co-founder of the Merle Norman Cosmetic Company, this is a fully endowed educational institution of the highest order. With a total of nearly 100,000 square feet, everywhere you turn you'll see something that will take your breath away. The main building itself should be in a museum, with its three story marble columns, granite floors and spiral staircase leading to the world's largest collection of functioning orchestrions (mechanical music boxes) that range from a small desktop to a two-story piece that is nearly thirty feet wide. Located at 15151 Bledsoe Street in Sylmar, this is a treat for everybody and don't miss a thing. The museum is open from 9:00am to 4:30 pm Tuesday thru Saturday and the Collection is by guided tours at 10:00am and 1:30pm Thursday through Saturday. This is one for the ladies, as well. Come-on, you owe it to them!





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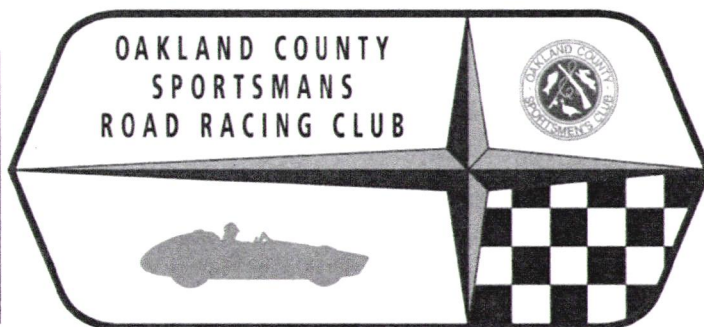
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The "Concours in the Park" takes place again in the Victorian Village of Clarkston to benefit the Oakland County SCAMP summer camp program, Friday evening, August 1st. Race cars are welcome and a police escorted cruise will enable you to drive to and from the park in your race cars! There is a space on the entry form to sign up for the cruise and car show. Tax receipts will be provided for donations of \$100.00 or more.

For specific entry details, consult additional information in this application form or contact on the web at www.waterfordhills.com. We look forward to your entry and to have you join us in the celebration. We promise you, the racers, a great celebration weekend event!



Alden Classic Sports Car Show

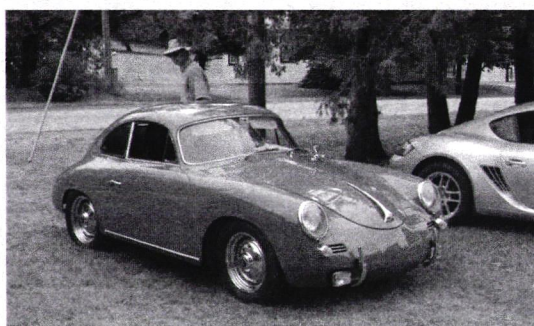
August 8-10

By Dick Beecher

The Alden Classic Sports Car Show has been held for the past seven years by the Twin Bay British Car Club in Alden, Michigan, on the second weekend in August. The event is held in a park in the quaint village, on the west Shore of Torch Lake. The show has always been open for all makes of sports cars and the club has held to that, no street rods, muscle cars, or kit cars. The featured marque has always been a British car. For 2008 the club has selected Porsche as the featured marque. We suspect that Motor Cities Gruppe and Twin Bay Brit member Bill Hallandal may have had some input into the decision as Bill has a few Porsches in his collection.

The event starts on Saturday, August 9th, at 3:00PM, with a scenic tour around Torch Lake and returns to the Historic Alden railroad depot for a Picnic at 4 o'clock. The picnic features great broasted chicken for \$6 per car. The club will have some other items catered, anticipating participants who are traveling and can't prepare a dish to pass. We may have later information on how we may assist with food for the picnic.

The show will be held in the Alden Park assem-



bling between 8:00AM and 9:00AM on Sunday August 10th. You can visit the Twin Bay Brits Car Club at www.twinbaybrits.com.

Many Gruppe members have visited Alden and are aware that there are great shopping opportunities, credit cards accepted. Stock up on cooking spices at the shop conveniently located adjacent to the park. Bring your folding chairs to relax in the park for the day.

Motor Cities Gruppe tentative plans are to arrive in the Traverse City/Alden area on Friday, August 8th, meet for dinner, visit a winery or two on Saturday morning, have lunch and travel to Alden by 3:00PM for the Torch Lake tour and picnic. Hotel arrangements have not been made at this time as many of the hotels/motels are seasonal and availability and rates cannot be determined at this time.

To assist in our planning please advise Dick Beecher if you plan to attend. Will you participate Friday through Sunday? Saturday and Sunday only? Sunday only? Need lodging 1 or 2 nights? Please e-mail beech356@chartermi.net or call 810-653-6599 or cell 810-223-4250.



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Send current email addresses to Barbara at
skirmants@hughes.net.

Please review our website, www.356mcg.com, regularly for current Gruppe information. Send any updated information, new pictures, calendar submissions, etc. to Tom Hudson at Hudson@chartermi.net

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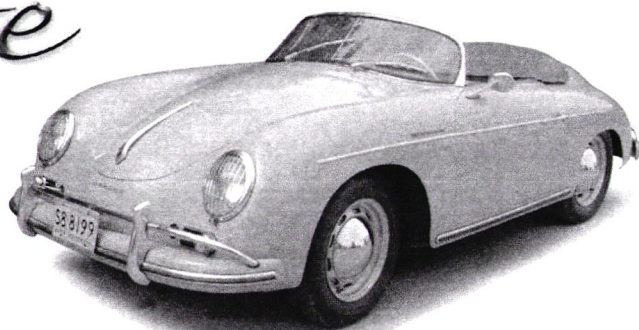
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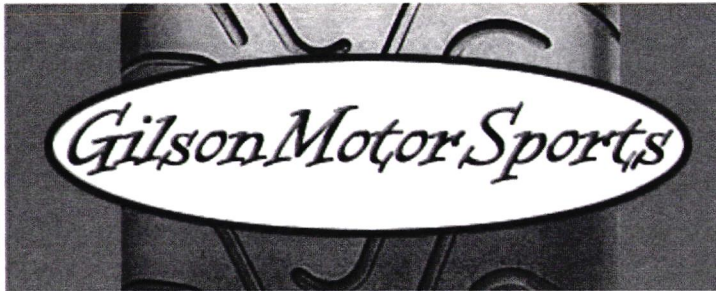
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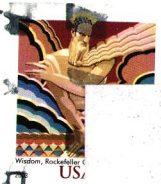
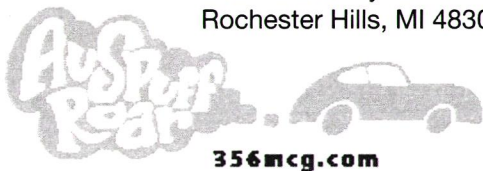
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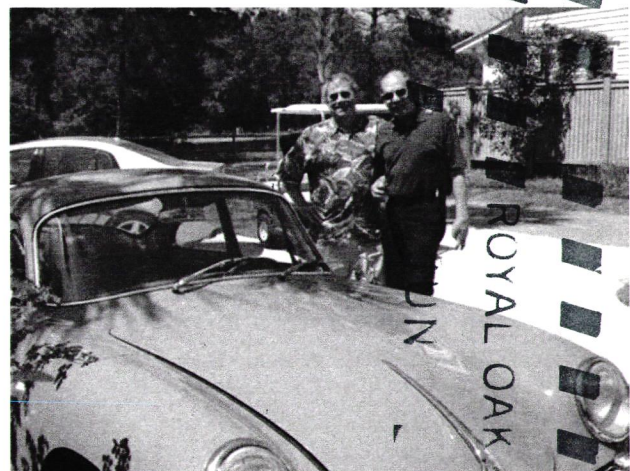
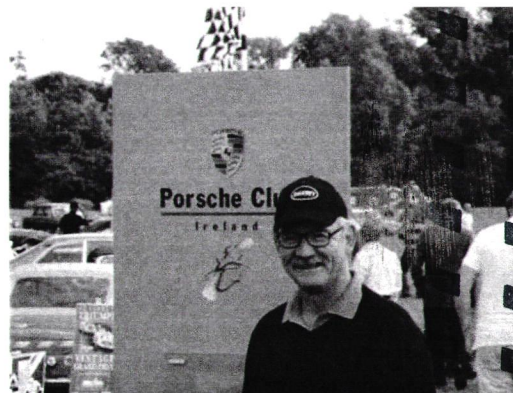
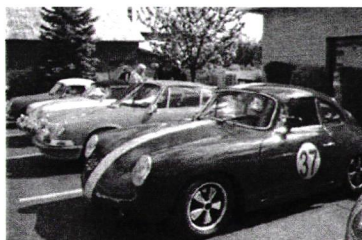
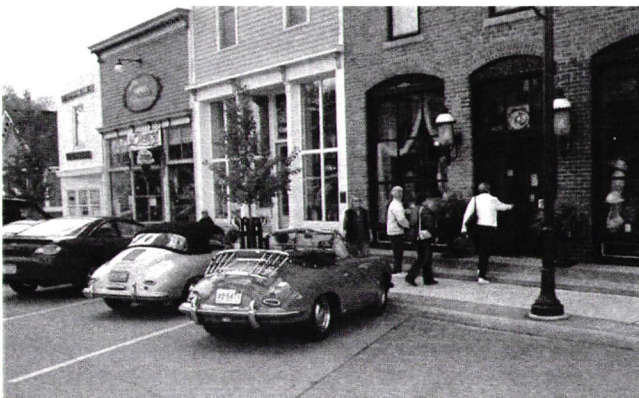
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