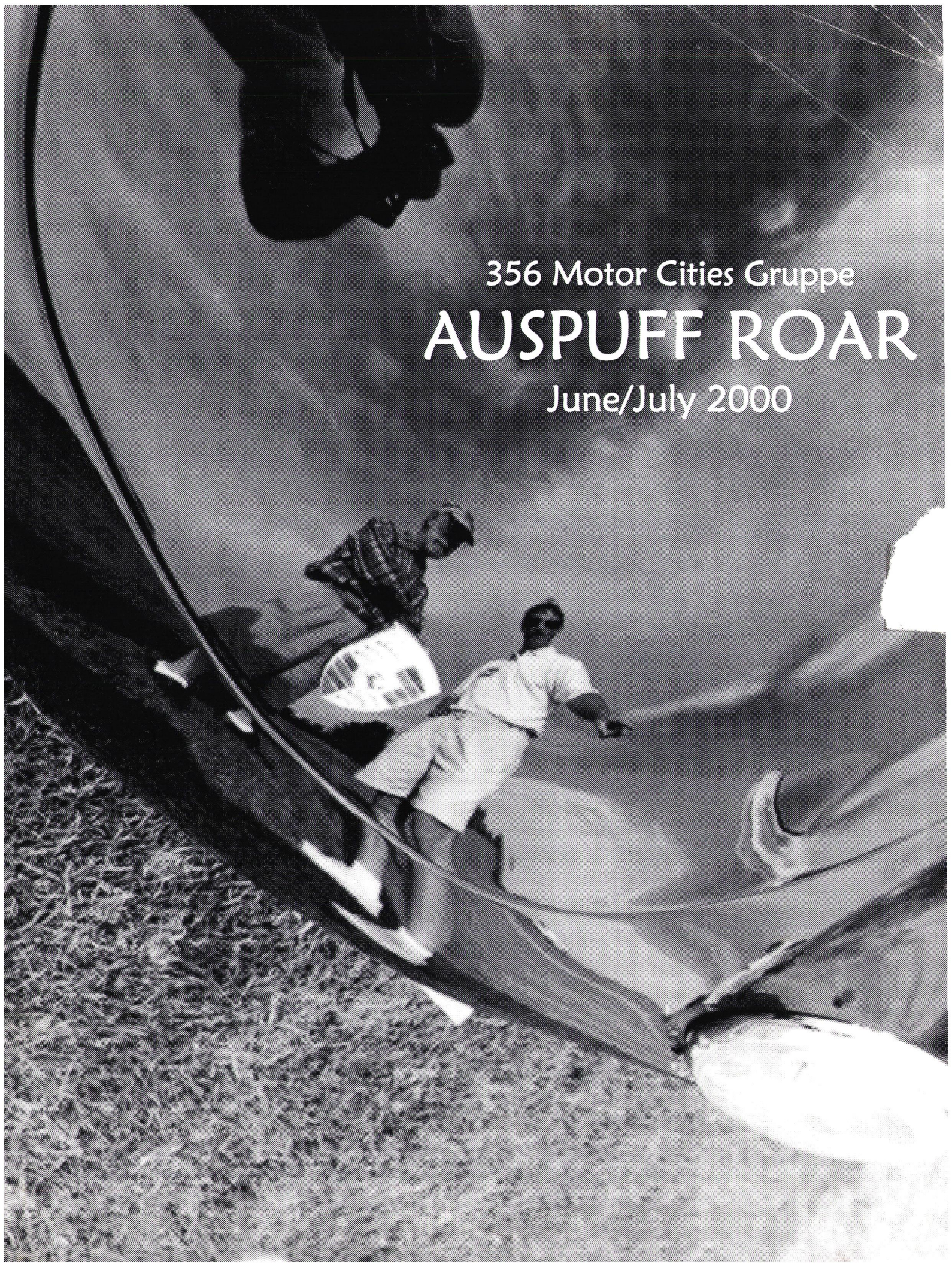




356 Motor Cities Gruppe

AUSPUFF ROAR

June/July 2000

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ON THE COVER:



Gottfried Hoch captures the reflections of Richard Hinson and Jack Hagerty on the hood of Hagerty's Outlaw 356. Pictures taken during this shoot last spring ended up not only in the Auspuff Roar, but also in the 356 Registry magazine. See page 7 for another one of Hagerty's Outlaw adventures.

The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published quarterly. Membership dues for the Motor Cities Gruppe is \$10 per year due at the first of each year. Advertising rates per issue in the Auspuff Roar are as follows: Business card size—\$10, Quarter page—\$25, Half page—\$40, Full page—\$65. Please send membership dues to Barbara Skirmants 27244 Ryan Rd, Warren, MI 48092. Please send any materials to be published or advertising copy to: Sebastian Gaeta 4070 Brookview Court, Ann Arbor, MI 48108



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This is what we have been waiting for, good driving weather. We have many opportunities to get the cars out and drive. Club tours, car shows, the Woodward Dream Cruise, Vintage races, Porsche Parade, and the 356 Registry East and West Coast Holidays, not to mention getting out and driving your 356 on your own! However, our cars are pretty old. 35 years and much older as evidenced by the cars that show up on Saturday's at Neil's or at the many club sponsored events.

Recently, Diane and I had a Brunch at our home to celebrate the 40th anniversaries of a group of our friends. Five couples that were married 40 years ago and are still

was suggested that we always drive the 911 for trips. My response was that although the 911 may be somewhat more comfortable, I probably would be just as confident in the reliability of the 356 and a lot more confident in my ability to fix any problems if they occurred on a trip.

I have not had a lot of experience driving the older cars on long trips. My experience driving 356's has been relatively trouble free. Maybe some minor adjustments were necessary such as two years ago when the Cabriolet started to miss while driving up the long hill out of Watkins Glen. We went out to the track but I couldn't enjoy the races as all I did was worry about the problem

we could take all the time we needed to fix the car and then he disappeared. The gang then gathered around the car and determined that we were not getting fuel to the carbs due to a plugged gas tank vent hose. Problem fixed in 15 minutes and we were ready to get back on the road. (Ed. Note: But not before the homeowner pulled around in his custom '57 Ford done up in full "Oakland Raiders" Motif. It was silver and black with a Raiders helmet logo painted on the hood. The headliner was even made to look like a football field! We still see the guy occasionally as we pass by his house either to or from Mid-Ohio, and he jumps and waves wildly as we honk our horns!!)

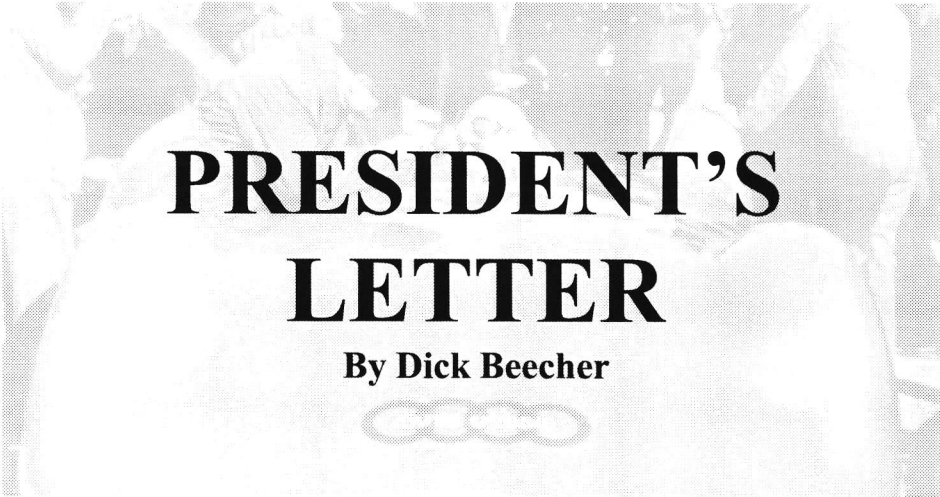
Surely if we were driving a late model 911 or one of our newer cars and had developed a miss or it had died on the road we would get out the cell phone and call a tow truck.

So, when people ask me if we actually drive the 356 I tell them I would not be at all reluctant to drive it anywhere. Not only are these cars reliable, they are fun to drive.

As I mentioned above, there are many opportunities to get out and drive your 356. An added benefit of our club events is that if there are any problems, you are surrounded by some pretty talented and knowledgeable 356 owners that can help get you back on the road.

We look forward to seeing all of you on the road!

Dick Beecher



PRESIDENT'S LETTER

By Dick Beecher

together!

None of these friends are car enthusiasts, however if you are at my house you must come down to my shop and look at my cars. As usual, someone made the comment "You probably never drive the 356." The comment was more than likely the result of the car being very shiny and clean but the main reason was that a 35 year old car *certainly* can't be trusted for more than a short Sunday drive, right? It

and the trip home. We left the track early and went back to the hotel so I could check out the car. In a short time I determined that the point gap had closed and a quick adjustment fixed the problem.

Another time when traveling to Mid-Ohio with the Gruppe my "A" Coupe slowed to a stop and wouldn't restart. We happened to stop right in front of this very nice fellows house who said

Made the trek to Hershey last weekend for the annual swap meet and you should be pleased to hear that all is well with the Porsche parts cottage industry. It appeared that the number of sellers and buyers were up from last year. But first, a little bit about the trip.

There were ten of us traveling together; three in my Yukon, four in Vic Rivera's ex-cop car and three in a new PT Cruiser, and the Cruiser was major-league cool !!! We couldn't have created this much of a stir if we had taken the 356's. Because we live in the Motor Capitol of the World, we see and hear about new products long before the word spreads and we have all seen a number of PT Cruisers running around town. But heading east on the Turnpikes, we had people driving like fools, just to get up close enough for a better look. We saw "Thumbs-Up" from people-young and old and we could not stop without having people come up for a closer look or wanting to look inside. We switched drivers a few times so that we all had a chance behind the wheel. The final verdict was that it is a winner... 27 MPG at a steady 75 MPH with three guys, bags and some miscellaneous swap meet goodies.

Traffic was heavy because of the Holiday and we barely made it through western Pennsylvania before intermittent lane closures. Vic made a stop at Panelworks in Chardon and was approximately 40 miles behind us, it took him 2 hours to go 2 miles on the Pennsy Pike. We arrived at the hotel before 4:00pm and had time for a leisurely dinner in New Cumberland before heading to Dennis Frick's Annual Open House.

Attending Dennis' Open House is like going to a who's who of Porschedom, you see and talk with people that we have been reading about for years, myself, over 25 years. Names and faces we have seen in Panorama and the Registry magazine are now together with actual people and voices. There

Porsche Swap Meet Hershey 2000

By Dennis Denyer

were a few new additions to Dennis' collection- another late Cabriolet and a vintage Sports Racer for his son, Jason. There was an "A" coupe just back from the painter and a Cabriolet Police Car that he is getting ready for the Sacramento Parade in July. For most of us, it is a treat just to see the

We watched the various vendors setting up, many under canopies or tents but, amazingly, nobody got wet the entire time we were there. This event has some powerful chairman!

place they have there, enough storage for a dozen Porsche's upstairs and shop space down below for another four or five. Plenty of room outside in back for a trailer, a couple of out-buildings for parts storage and to park a tow vehicle... everyone's

dream. The GTP Light (Porsche powered, of course!) that Dennis displayed at Mont Tremblant last summer was there on display for all of us to drool over. His own collection of Porsche's are spectacular, as one would expect. He has been a great supporter of the Registry and its events, often displaying his A Coupe or his SC. One of these days he will get around to restoring the Carrera 2 that has been in his possession for more than just a few years.

Saturday's activities looked in serious jeopardy early in the morning. It was raining steadily as we went across to breakfast at 6:30am, was still raining when we drove to Hershey Park but seemed to be letting up as we parked the cars. We watched the various vendors setting up, many under canopies or tents but, amazingly, nobody got wet the entire time we were there. This event has some powerful chairman!

There appeared to be more vendors than we saw last year and more people walking around, although the weather kept the crowd away from the Car Corral, just not nearly as many cars as previous years. Although the buyers and sellers, alike, were most active. Bill Block seemed to be doing a brisk busi-

(Continued on page 5)

(Continued from page 4)

ness with Block's Books, Ted Dunham had a long shopping list, consisting of a wide assortment of needs. When you have been working on or assisting with many, many projects, your list of needs gets pretty extensive. There is the Pre-A now in the shop and Dick McLaughlin's SC Coupe coming right behind it. And there is Fred Lydorf's (SP?) Carrera Speedster and Ted's own Spyder kit, not to mention Neil Goldberg's Carrera 2 to look after. Jack Chamberlain was successful in selling his 914-6, Vic looked like he was acquiring "raw materials" for 356 Enterprises. Phil Kubik and John

Denyer picked up a few items, although nothing as special as the A Windwings John found at Hershey a couple of years ago. Vic Rivera and Carl Robertson picked up some seats for one of Carl's cars and I believe they also found a set of wheels that were on their list. Me, I was able to swap my A wrenches for the proper C ones; a Klein Phillips screwdriver; an excellent generator pulley wrench and another toolkit pouch PLUS some cash... not bad!

Overall, this is a much more enjoyable event since they moved from Ski Roundtop and moved the date a

couple of weeks later. Next year it will still be at Hershey Park but in a new location due to some anticipated construction. You should really plan to attend, even if you're not shopping. It's an excellent opportunity to meet with some long-time friends that you may not get to see very often. Yeah, it's a nine hour drive each way, but it is well worth the effort. If you want to go, give me a call and I can direct you to some economical accommodations where many of the Motor Cities Gruppe people stay. See you there next year!

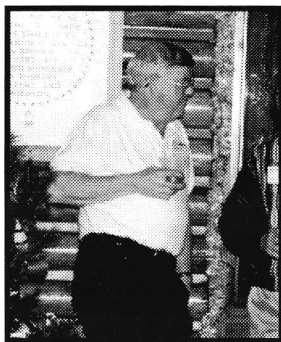
Dennis

Woodward Dream Cruise 2000

Gruppe member Don Munoz has reserved one block of frontage on Woodward avenue for this years event on Saturday August 19th. He has graciously invited other Gruppe members to join him for the day but space is limited!!

Therefore you must call for a spot well in advance. There are a couple of rules he wishes you to follow: please show up if you reserve a spot, and when you do come and park your car, it must remain stationary for the day. Logistics will understandably be tough on a day like this so there will be no in and out with the cars. Not a bad price to pay for a spot like that!

To reserve your space, please call Don at 248-583-0582



Bill Hallandal at the Gruppe Holiday Party in 1998

Bill Hallandal, a longtime Gruppe member and enthusiastic vintage racer, is doing just fine, thank you, after triple bypass surgery in mid may.

Although he is under orders not to drive for one month after the surgery, he hopes to make it to the Mid-Ohio Vintage Gran Prix as a passenger and a spectator. Hope to see you there, Bill!

Bill Hallandal Recuperating Nicely after Surgery



The wine bottles that are laser engraved with our Meadow Brook event Logo and given out as concours trophies during the 1998 Holiday are now available for sale.

Barbara Skirmants had the original vendor make more of these because of demand for them from club members. The bottles available will be as the one on the far left of the picture. Sorry, but no Magnums will be made.

The cost is \$45 per bottle and you can secure yours now by calling Barbara at 810-558-3692.

Meadow Brook Holiday Wine Bottles Available For Sale to Gruppe Members

Editors Notes



When I joined the Motor Cities Gruppe back in 1992 things were very different than they are today. Fred Sheill was the President, and had been for a while. We had no formal elections and no club officers or Board of Directors. The newsletter was published 4 times per year, club dues were \$10 and Barbara Skirmants was just getting settled in as Vic's new Bride (and business manager!). And I was the new guy. And not just any new guy, but a YOUNG new guy. Hey, wasn't I supposed to be bowled over by 944's and joining the PCA, not the 356 Registry? Heck, *you* guys were old enough to be my father!

Well, you still are.

But things have changed again. Now we have some more YOUNG NEW GUYS. And these guys are young enough to be your Grandchildren! I now officially pass

the torch of the new young guy to three people: Brad Richards, Dan Christie and Mike Speck. And why not. I'm now 38 years old and I held the title long enough. What's funny about it is that when I was the "young new guy" I purchased a '65 "C" Coupe less than 250 serial numbers away from the last car built, and all three of these whippersnappers went out and got pre-A '55's. Jeez, what's gotten into these youngsters? Welcome, guys, it's great to finally be an "old-timer," with eight years of service to the club.

But wait, you say. In the beginning of this article I said when things were different the newsletter was published 4 times per year and club dues were \$10. What gives? Isn't that how it is now?

Well, the newsletter will now be published 6 times per year and staggered with the Registry magazine so you will receive a 356 related publication each month. And all this for only \$15 per year. I hope everyone recognizes the value in this move and I doubt that the \$5 increase will scare off any of you or your great grandchildren from joining in the future!

The Auspuff Roar will continue to be

Auspuff Roar goes Bi-monthly and dues are only raised to \$15

exactly as you expect it, and not a watered down version just because it will come out every other month. Many people have stepped up and volunteered to write quality material to be published, and I couldn't be more thankful. Don't be shy. If you have something you feel is of value then we will publish it. Please send me anything related to 356's: old and new pictures, stories that have been running through your mind for all of these years, or even an experience that just happened, anything related to 356's. You've seen the stuff I put in here, so *you've* got to have something good!

Call me at 734-662-4288 and we'll be glad to share it with everyone.

See you every other month.

Sebastian Gaeta

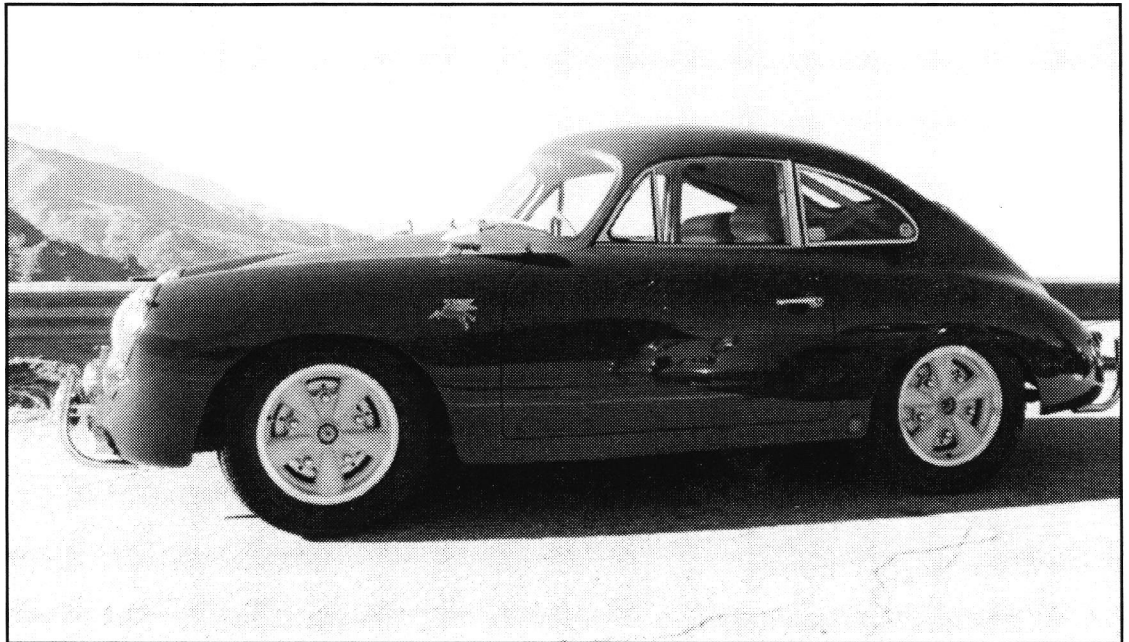
1900cc Outlaw, What a Gas!!

By Jack Hagerty

On my recent trip to Southern California I stopped by to visit with Jack Staggs. I've known Jack since high school and remember when he opened the shop he has now been in for 27 years. We started discussing outlaws, as you might guess, and after viewing some photos our conversation turned to the 1900cc Outlaw that he had recently completed. Yes, you read that correctly, a 1900cc 356, actually a 912 motor with 90.5 bore, 8.8 to 1 compression and a 6000 rpm redline! Hooked to a 741 trans with a 'B' 1st gear (stock) at 33 mph, 'T' 2nd at 60 mph, 'C' 3rd and 100 mph and a 'G' 4th at 135 mph! Jack indicated that the car had a few thousand test miles and was proving to be very reliable. In fact, he said the car was in town and asked if I would like to go for a ride. Duh! I'm on vacation in Southern California, it's a beautiful day. Plus, I have no other plans and I am a 356 nut with a chance to cruise in one-off outlaw? Double-Duh! Without locking or even closing the

shop we take off to get the car. It's stunning in dark grey with red leather, American wheels and GT gas tank. We get in as Jack fires it up, it sounds great and we take it out. But what's this? Jack drives the several blocks right back to his shop. This is it? This is my ride? He pulls in, leaves it running and says he has to finish the car he was

awesome and it was the highlight of my trip. At Jack's encouragement I did 'test' it. The car was remarkably smooth and the expected 'lag' between gears wasn't there. 80 mph in 3rd gear was only 4400 rpm and attempting to 'cruise' at 70-75 in 4th was lugging it, back down to 3rd. Needless to say it was a great day and my enthusiasm for 356's and more



working on today. So he looks at me and says "Have fun and bring it back around closing time, 5-5:30 would do." WOW! It's only noon and I now have this immaculate and fast 356 for the day. I can't get the smile off my face just thinking about it. The rest of the day was

importantly 356. People was amply justified. After returning the car and a couple of cold beers later I was relegated to finish my trip in my El Camino, but the memory lives strong!

644-503-181-06	Water drain at front panel. Fits 356B T6-356C.	Yours for only: \$5.00
644-559-333-06	Spring plate that holds the small emblem on rear lid.	Steal for: \$2.00
644-531-056-01	Remote control lock for right side door rod not included. Fits 356A T2-356C	For only: \$50.00
644-521-371-06/500	Ivory knob for adjusting lever on seat track. Fits 356B T6-356C.	Wow, only: \$4.90
695-424-153-00	Housing for shift lever. Fits 356B T5 w/earliest lockable shifter only.	These will fly at: \$25.00
644-543-201-60	Front seal for qtr window on cabrio hardtop. Fits all.	Unbelievable at: \$3.00
644-503-061-05	Left rear fender for 356 B T5 coupe only.	Yours for only: \$385.00
644-502-603-20	Left inner wheel-arch panel. 356A Cabrio/Speedster only.	Out the door for: \$45.00
NLA-531-652-01	Right side lock cylinder w/key. Early (100) series.	Limited quantity, each: \$45.00
616-102-013-00	New! Crankshaft. 356A/B 1600/1600S engines, 3 only	A steal at: \$750.00
616-603-106-01	12v generator for industrial engine. w/o regulator it generates, fits all small fan openings.	Oh baby! \$66.00
616-100-746-00	Float chamber cover complete. For Solex 32 PBIC.	Great concours item: \$20.00
695-333-103-00	Left, 23mm torsion bar. Correct for all cars with camber compensators.	Only: \$65.00

MOTOR CITIES GRUPPE CALENDAR

JUNE

4th— Spring Tour. Hosted by Sebastian & Narmeen Gaeta.

10th—Stoddard all Porsche Swap Meet.

18th— Eyes on the Classics.

23rd-25th—Mid Ohio Vintage Gran Prix and Saturday Night Skirmants BBQ. See ad on pg 18.

JULY

6th-9th— Registry West Coast Holiday, Durango, CO

18th—Membership Dinner at the Brass Pointe restaurant on 10 mile and Orchard Lake Road.
Starts at 6:00 PM.

30th— MCG Summer Picnic hosted by John and Carroll Thompson at their home in Ann Arbor. See ad on page 18.

AUGUST

5th-6th—Waterford Historic Races

19th—Woodward Dream Cruise. See parking announcement on page 5.

SEPTEMBER

8th-10th—Watkins Glen Vintage Gran Prix

14th-17th— Registry East Coast Holiday, Roanoke, VA

19th—Membership Dinner at the Brass Pointe restaurant on 10 mile and Orchard Lake Road.
Starts at 6:00 PM.

OCTOBER

14th-15th— Fall Color Tour
An overnight tour to Ontario Canada hosted by Barbara and Vic Skirmants.

NOVEMBER

21st—Membership Dinner at the Brass Pointe restaurant on 10 mile and Orchard Lake Road.
Starts at 6:00 PM.

DECEMBER

3rd— MCG Holiday party at Waterford Hills' Oakland County Sportsman's Club

JANUARY

OPEN

FEBRUARY

OPEN

If we asked the stereotypical Porsche owner, especially a member of the Saturday morning Tire Kickers Club, if they would characterize themselves as being independently minded, willing to venture into uncharted waters, unemotional when it comes to investments and indulgences, and have the ability to withstand peer group influences-there would be a resounding "yes..... hell yes"... "damn tooting". Needless to say that also describes me perfectly.

Yeah sure!

There's an infectious enthusiasm that boils over when one of the members of the Tire Kickers, who gather at Neil Goldberg's Stuart Tool on Saturday morning, arrives with a new/old car. These grizzled, steelyeyed, Monday through Friday businessmen, who swear that they are ruled by facts and benefits, fall all over themselves especially if the proud new owner is known for being prescient. There's Clintonesque lust in their eyes. You can watch the minds whirl as they get caught up in the curve of the fender, narrow shut-line gaps, gleaming patinated paint, throaty sound, the smell of fresh leather or scent from the skins of innumerable naugas.

Small clusters gather together and concoct scenarios. It's the requisite exercise to justify whether they

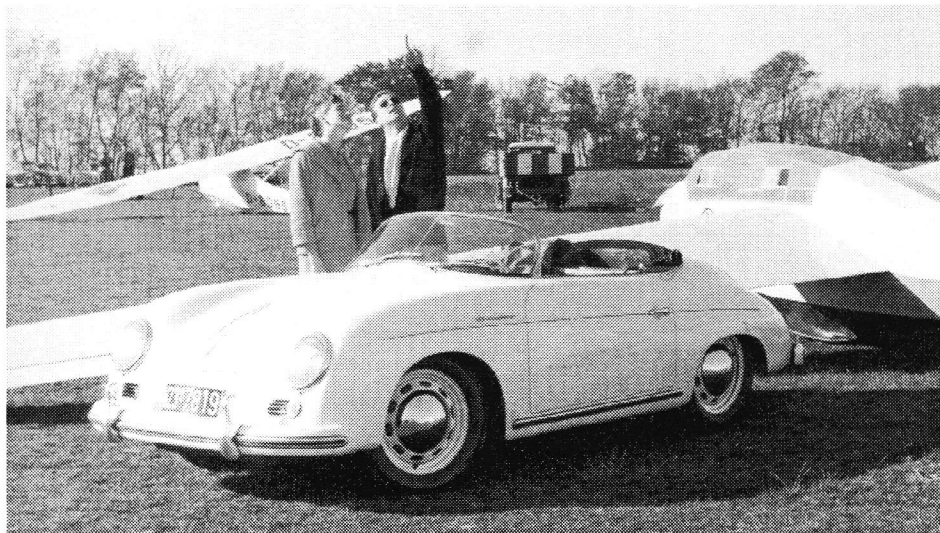
should, could or might make an addition to their collection. Black humor runs rampant as they gratuitously nit-pick and try to suss out how much the car sold for. They revel in its aesthetics, power, handling and the concern over garage space. There's the not so subtle inquiry about whether there's a copy of *356 Registry*, *Excellence*, *AutoWeek*, *Porsche Panorama*, or *Hemmings* in Doc Block's briefcase. A few will stop of at AutoZone to leaf through the latest issue of publications with a good classified section. Those with access to *ebay.com* are a bit more smug. They know they can check out the prices of the newest temptations much faster.

The flush and buzz are the first signs of the dreaded fever.

The most recent symptoms of this contagious epidemic occurred last summer when a small group went down to Chuck Stoddard's garage and saw the 912 that he had recently purchased via a classified ad in *Panorama*. Chuck, the "prescient king", already had a very nice example in his collection. But this new addition had been in the classifieds for a couple of months and was calling him like a seductive siren. The car was languishing in one of the western provinces of Canada and the owner had not had a single inquiry, until Chuck decided, "what the hell" and made the call. The "king" knew what to ask, knew values and could act when the deal was right. The car that we were ogling and drooling over was like new. And the price--it was a steal. That planted the seed. Early 911/912s are like 356s, simple, pure, great looking, light, pretty peppy, and a bargain. And Stoddard had just bought one even though he had one-they must be worthy of consideration. The conversation on the bus-ride home was like watching the tide sweep up the beach.

The Lemmings Influence

Richard Hinson



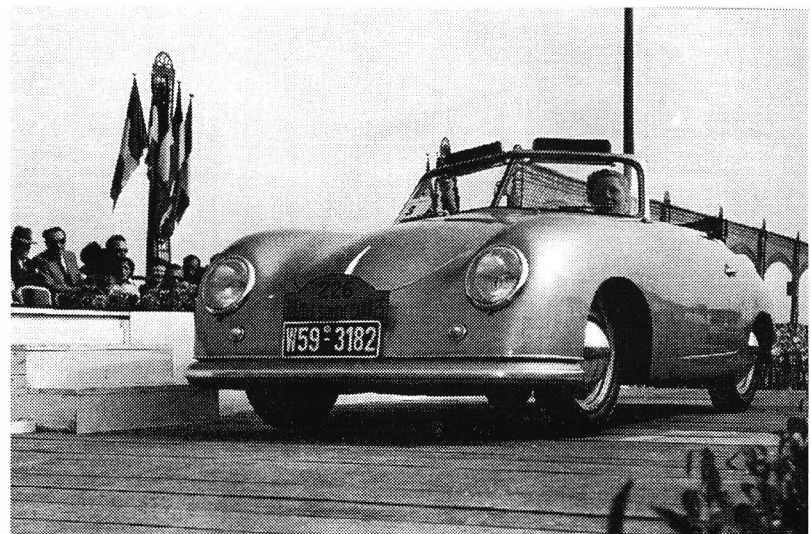


Then a few weeks later a new, savvy, car junkie appears on the scene. Freeman Thomas comes into town late last summer from California just prior to the 356 Picnic held at Ted & Lanita Dunham's place in Milford. For those of you who don't recognize the name, Thomas is the "hot" designer in charge of advanced vehicle design strategy at DaimlerChrysler. He's been the recipient of an endless tidal wave of praise from the enthusiast European, Japanese and American cognoscenti press as a very perceptive designer with a special insight. His eye for detail makes living with a car very pleasurable. His stuff just makes you feel good when you look at it. Simple, clean with a hint of past classics that stir the soul. If you want further proof, just look at the Audi TT—that was his baby and he had a hand in the New Beetle. So when Thomas called Vic Skirmants on the Saturday before the picnic wondering what a 356 Porsche junkie can do in town, he was invited to 'come-on-down'.

He was a nice bloke, unassuming, very knowledgeable without being pedantic, knew a lot about what was happening and where it all started, was friends with movers and shakers

all over the world, and he had a black-plate '56 Speedster that was on its way from California. Only a handful of people recognized the name at the time and those were students of the automotive industry.

Next thing we know Thomas shows up at Stuart Tool with a '69 Porsche 911E. Orange. Very clean. Very crisp and racy sounding. And his agenda called for the engine to be breathed on and adding some rally details. Naturally the Saturday Tire Kickers have sources to make all of that happen. After the engine was pulled and sent to Truman in Ohio, it left the car sitting there to be ogled over for the next 12 weeks.



There was to be no vaccine for the plague that he started.

The result of those two happenstances—Stoddard and Thomas—has been that within a few weeks John Denyer finds a '72 911T, Aubergine (eggplant purple) with a rich brown interior. Other than some stone chips, the car was in great shape. It didn't run when it was pushed in but within a half hour, the usual cast of Saturday hangers-on gathered round proffering advice as Goldberg, Dunham and Stuyck coaxed it to life. That made Denyer even more sagacious in his decision to buy. He was now batting three for three in his latest purchases—a stunning '59 A Coupe, an extraordinary '64 SC Coupe and the '72 911T all better than could be expected. It should be stated however that Thomas was the first with the suggestion to clean the points and it should fire right up. He had to repeat his advice a least six times before the wrenches decided to humor him. In a stage whisper Stuyck muttered, 'A design guru and mechanically prescient too.' Freeman was scoring more points.

Then Heath Hurlbert decided that he would not drill holes in the '53 America Roadster to install seat belts and sets his cap for an open car he and Kathy can tour and rally in. Within a

(Continued on page 20)

The great drive west began on September 22, 1999. We were out of the driveway at 6:00am, destination Sedona, AZ. The first day we drove in sunshine and cool temperatures, arriving in Fairmont, MN at 7:00pm central time, 774 miles.

Day 2 Sept 23, was another gorgeous sunny cool day, and we were out early only to find a slow leaker on the right front tire so we aired up and hit the road. In Minnesota you can see forever to broad expanses of wheat and cornfields. We stopped for a photo at Mile 356 in SD. I had also planned on stopping in Mitchell, SD to take a photo of the car in front of the Corn Palace, a unique photo op I had visited in 1956! We had already stopped twice more to air up our leaker, and after applying a can of inflate-a-tire, we found a torn valve stem. On our way into town to see the Corn Palace, we passed 2 tire stores. I get my photos, climb back in and see the tire down to 12lbs. First stop the Goodyear store, well yep; "it will be 2-3 hours before we can look at your tire". Next stop was an independent tire shop a couple of blocks away. Vic comes back dragging a floor jack, he removes the tire, it is repaired, and we are on our way in 15 minutes. Charge \$6.00, he got a nice tip, too.

We were flying low now!!! We drove through Badlands National Park, then continued on I-90 to Rapid City, SD. We passed on Wall Drug,

Clockwise from opposite page, top: Mile marker 356 in South Dakota.

Bryce Canyon with inset of Barbara's father at same location in 1956.

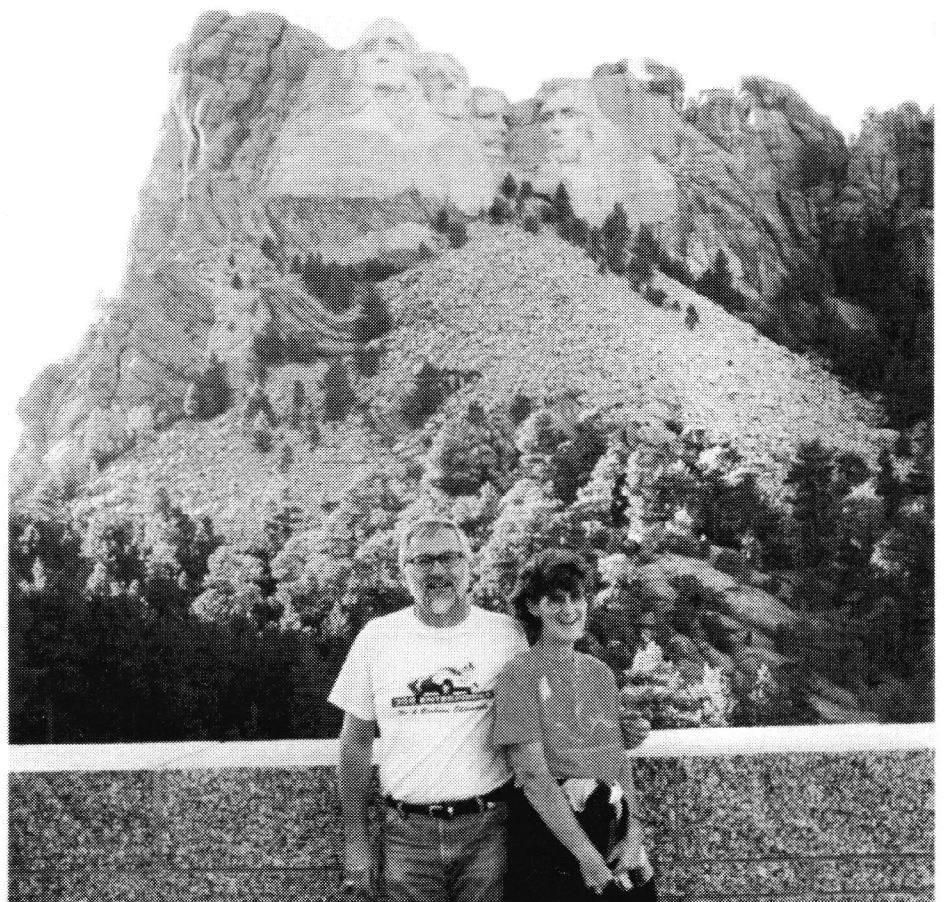
Barb and Vic at Mt. Rushmore

The Great Drive West

By Barbara Skirmants

been there. We used the AAA guide and phone to book a room at Powder Lodge, in Keystone, SD. What a find!!! \$40.00 for an adorable little cabin in the pines on a

hillside, 3 miles from Mt. Rushmore. We checked in about 4:00 PM, unloaded a little, then drove directly to Mt. Rushmore. 529 miles That day. We were now off of the Inter-



state, for 3 days, hurrah!!!!

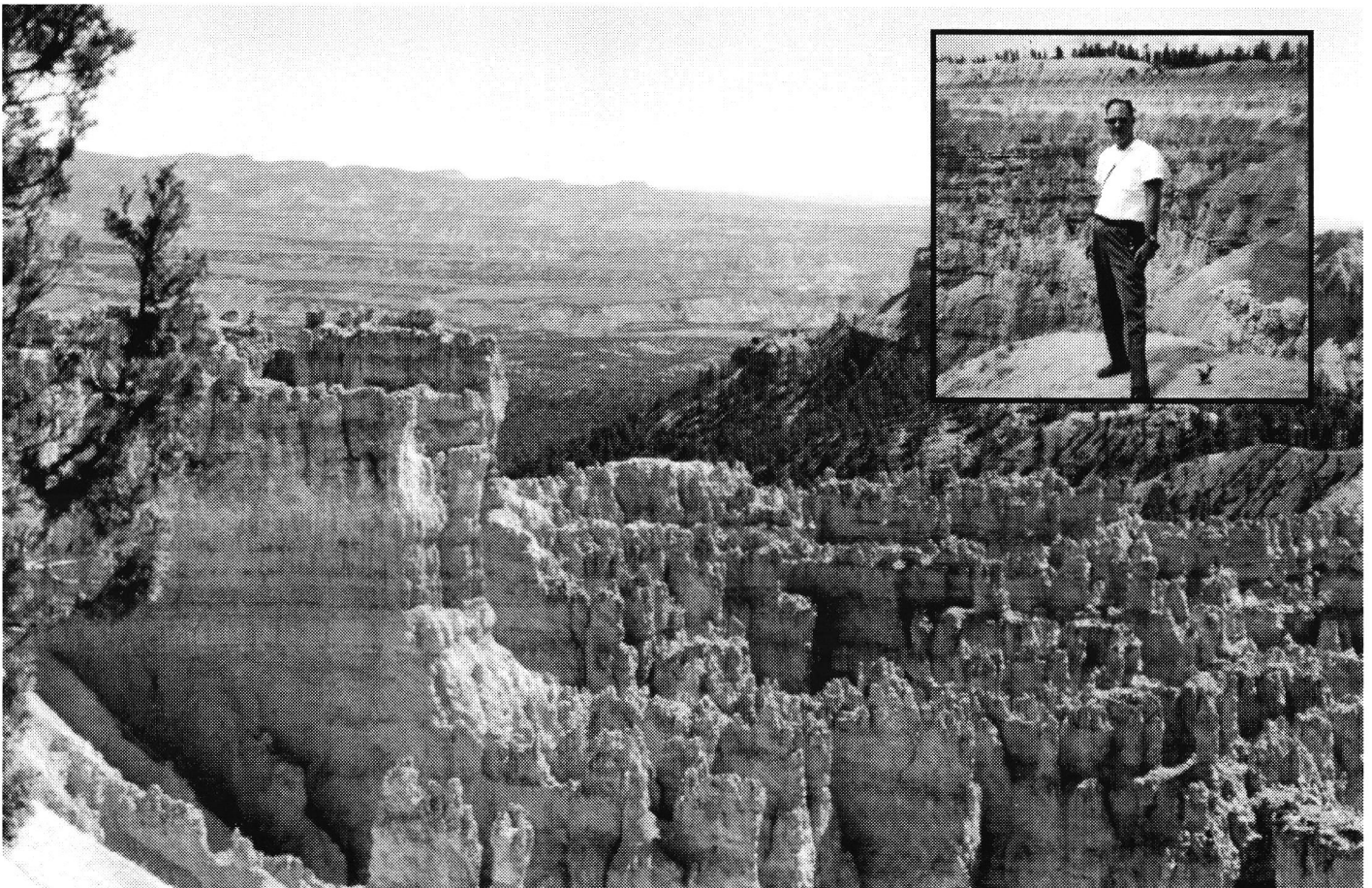
At Mt. Rushmore everything is different now except the incredible mountain carvings. A new visitors' center brings you even closer to the faces. An amphitheater, museum, restaurant, gift shop, a trail directly to the bottom of the mountain ending up at the Gutson Borglum studio were all completed in 1998 to celebrate the completion of the monument 50 years ago. I had been there twice before in 1956 and 1966, but had been yearning to go with Vic, and it turned out to be the highlight of our trip. We visited the museum, saw the video, and learned that there was a nightly lighting ceremony starting at 8:00 p.m. We hopped back in the Porsche, and headed back for a nice dinner at the Powder Lodge, finishing in time to be seated for the lighting ceremony at 8:00. It was magnificent. A National Park Ranger finished up the program by honoring every Veteran in the au-



dience, and everyone rises and sings the National Anthem as the faces are slowly lit before you. Mighty stirring.

Friday morning it was 50° when we left our cabin in the woods for Cody, WY. We started out by

touring the Gutson Borglum Historic Center in Keystone which is a fascinating opportunity to learn about this man and his accomplishments. As we left, we posed for photos on the knee of his large Abraham Lincoln statue (the original is in a NJ park) which allows you to walk up and look





Clockwise from left: Skirmants' didn't happen to see that "Buffalo Crossing" sign 100 yards behind them. Shots from the trip needing no description. Barb and the Buffalo Bill monument. Barb & the 356 at Powder River Pass, Wyoming—9,666 ft!

straight into the face of Lincoln.

Next stop was the Crazy Horse Monument 17 miles SW of Mt. Rushmore. While the scope of this carving is colossal, it is more difficult to get the entire effect. The Crazy Horse Monument is privately funded, and they are in the midst of building a new visitors' center which makes it difficult to view the Monument. Driving west we continued through Ten Sleep Canyon which is an incredible drive through the mountains. The Indians named it Ten Sleep because it took them 10 nights to travel through the region. The new Yokohama 321A's were working just great now and we hit 100+ mph a couple of times, and over 90 often. Yes the Wild West is Wonderful!!!!

Its turned colder and we see a couple of drops of rain as we arrived in Cody, WY at about 7pm after only 395 miles. We had reservations at a nice Holiday Inn, and visited with folks on a Globus tour during dinner. They were just having a wonderful time starting out of Salt Lake City, and had seen 276 wild animals.

On Saturday, we were off at 8:15am on a 50°, cold, overcast and very windy day. We drove west through wondrous vistas into Yellowstone, our destination the Old Faithful Inn. We decided to tour the lower cir-

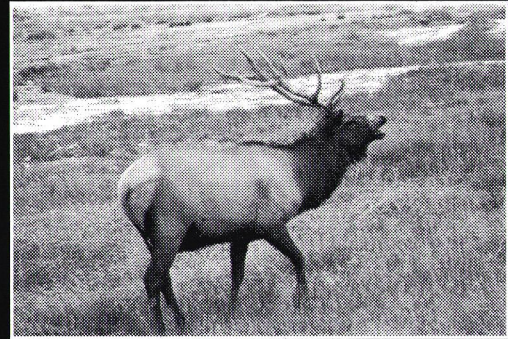
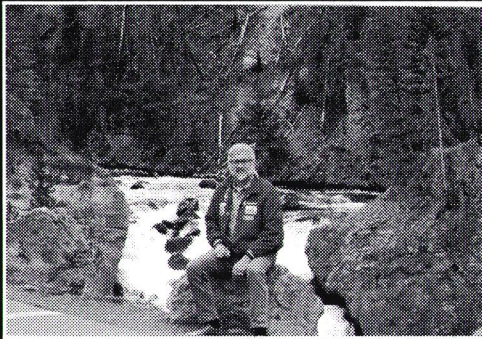
cle tour with a slight detour North to Yellowstone Canyon and Falls. It was overcast so our photos aren't the greatest, but we still have them. Topping up for gas, we started on the circle tour to the Geyser Basins. As we were driving along Hayden Valley, we suddenly see cars all parked along the road, and buffalo grazing beside the highway. We continue for a couple hundred yards into the trees, then Vic yells "LOOK"!!! A huge male buffalo on the highway right in front of us was slowly ambling across the road. He was much bigger than our little blue coupe 356.

We hiked along every path through the geyser basins, at 9000 ft altitude and a cold blustery day we

were soon starving, and no McDonalds for 300 miles. We dug into the picnic basket, and huddled inside the car for warmth, devoured everything we had with us. Thank goodness I had saved my left over prime rib from dinner the night before, it was pretty good with crackers and cheese. We continued down the road to the next geyser basin, arriving at the Old Faithful Inn about 4:00 p.m. I had camped at Yellowstone in both 1956 and 1966, but didn't comprehend the history and uniqueness of this National Historic Building. Old Faithful Inn is just an incredibly fascinating building, and we were not disappointed in our room, or the view of Old Faithful geyser.

Sunday, 8:15am we are packed up and as Vic is ready to pull out from under the huge portico, Old Faithful starts to erupt. I got a shot of the 356 in the foreground with the geyser erupting behind it. We drive SW through the park, its sunny and cold with heavy frost on the car hood, our feet are cold in wool socks. We stop at Jenny Lake Lodge, on Jackson Lake, and have a nice real breakfast feasting our eyes on the Grand Tetons right out the windows. As we leave the Tetons, we drive West into Idaho, we found an orange C Coupe parked in front of a cheese shop/restaurant,



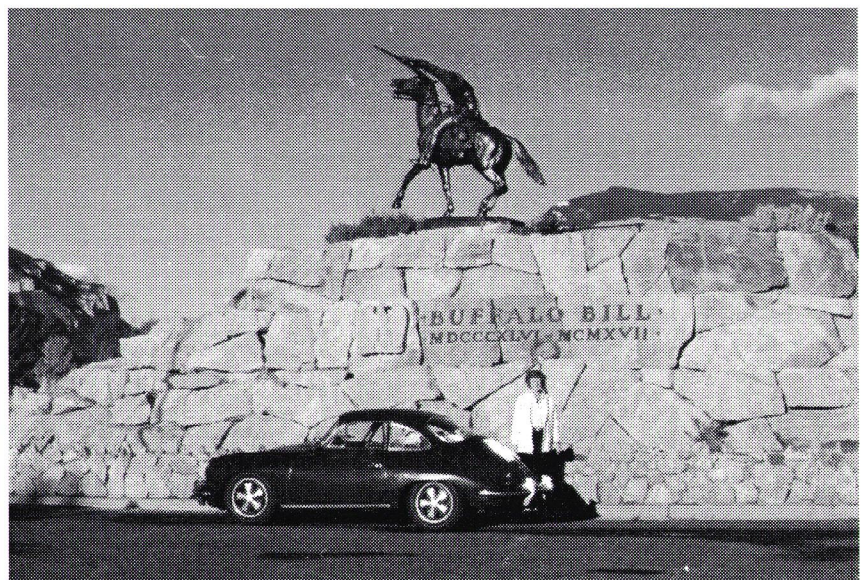


Vic does a handbrake U turn and we locate the owner, what? NOT a Registry member?, well let me fix you up. Continuing South into Utah, 458 miles today as we hit I-15 north of Salt Lake City. We landed for the night at Nephi, UT. I later learned it is named after a book in the Mormon Bible.

Monday, 8:15am we are on our way. Today's agenda is packed with sights. First stop Bryce Canyon, my favorite. Because of its smaller scale than the Grand Canyon, it's easier to comprehend. The wonderful red arches, minarets, canyons, and vistas are a big OOH AHH factor for me. I hope to go back and hike the trails through Bryce Canyon. Next stop Zion National Park, it's a lot like Yosemite. But Zion also has an incredible man-made 1.3-mile long tunnel through the vertical walls of the can-

yon into the valley below. While here in 1956 with my family, you could park in the windows and take photos of the vista far below. Now the pull off areas are blocked off, so you have to be quick on the shutter

to get a photo out one of the windows as you drive by. Zion was the most crowded park we have visited so far, but there were lots of parking spaces. I now read where visitors will be bussed into Zion Canyon because of





overcrowding. Our destination tonight was the North Rim of the Grand Canyon. We had a reservation at the Kaibab Lodge, one of only 2 places to stay within 60 miles of the N. Rim. We arrived at the Rim at sunset, hurrying along the ½ mile path out to Kaibab Point, we joined 20+ photographers and quiet visitors to take in this experience. Viewing the Grand Canyon at dusk is a quite moving experience, it just isn't the same in photographs. At 9000-ft altitude the air is crisp, cool, clean, smelling like pinyon and pine. We stay until after dark, shopping at the gift store, then driving back N to the Kaibab Lodge. After a nice dinner, walking back to our cabin in the woods, a billion stars shine overhead, almost like the 4th of July fireworks, and the Coyotes howling Wrooo! Whoroo! Wow what a night to remember.

Tuesday 9-28, heavy frost, we are on the road at 8:15am. Heading N then South around the Grand Canyon, we continue S over Navajo Bridge and into the Navajo Reservation. Stopping at the Cameron Trading Post, so I could ooh-ah over their selection of Native American jewelry, rugs, and pottery. I have read about it for years, so it was special to me to take it in. Its Hot by now, we are into the desert, and shedding clothing. We are now on the South Rim, and

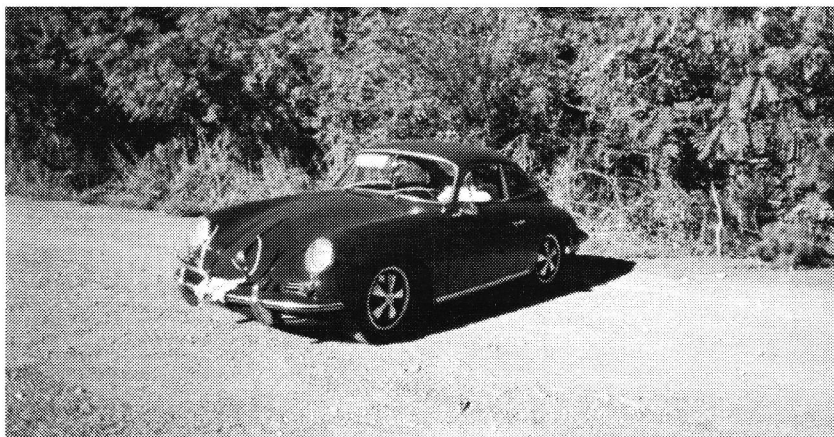
stopped at the viewing areas. There are more people there, but still plenty of parking available. We stop for lunch at McDonalds just S of the park, and continued S to Flagstaff, grocery shopping for our 5 days at Sedona, and arrived at the Poco Diablo Resort, Holiday site at 4:40pm 3101 miles so far.

Wednesday, 9-29 was our Registry Trustees Meeting, followed by a group dinner.

Thursday, 9-30 Registration, goodies, shopping, visiting, washing car, lunching and touring Jerome, AZ mining town with Bob & Karen Campbell. STOP!!! There they are, Vic's antlers. We had decided way back in SD or so that we needed a mascot. Well if Mick Michelson can drive around the

country with pink Flamingos stuck on his car, we need antlers. The evening was a tour to Jim Kaufmann's gallery. He and Candice moved to Sedona from New Jersey a couple of years ago. Jim is a lapidary of some renowned abilities. He presented me with a pair of gold/opal/lapis earrings. The smallest he had ever made as a gift. Vic had purchased a lot of his 356 parts at Ski Roundtop, PA, prior to their move West, and he just wanted to thank us for our 356 Registry work. OK, they are just gorgeous and I am enjoying them.

Friday, 10-1 we all tour to Mormon Lake in group for lunch and drive. We get stuck behind Rolly Resos in his red smoking speedster. As Vic pulls out to pass him going up a grade, the shifter linkage jumps out of place. We pull over to the side since gears don't seem to be coming up. Gordon Maltby stops to take photos of Vic working. Dr. Dave Stinchomb and his wife stop in their beautiful red Speedster, Dr. Dave and his wife wear these cool pith helmets while driving with the top down, perfect shade, cool, chin strap, stays on. He also carries an antique black Dr.'s bag full of nice little tools, which he graciously loaned a couple of. We are fixed and back on the road in no time flat, our only glitch on the entire trip. We drive back down the Oak Creek Canyon Highway again, switchbacks galore. I remember as



a kid going down this road with my Mom driving her Buick, no guardrail, and I could look out the window straight down. I was always the navigator as a kid I loved maps, and still do.

Saturday, 10-2 Conkurs day. On the golf course surrounding the resort rooms and condos. Red rocks, green grass, blue sky, blue water, and best of all plenty of quacking ducks. They were such a HOOT!!!! Every-time I opened my balcony sliding doors, they came running toward me, quacking away for treats... wonder why... That evening the concours awards banquet was held outside on the patio and deck under the AZ stars. Just before the presentation started there was this enormous brilliance in the Western sky. This light held everyone spellbound as it glowed over the mountains. We find out later it was from a rocket test explosion over the Pacific Ocean. Impressive. The banquet was the best one I have been

to. The AZ Outlaws had a 10 ft screen set up and ran continuous Porsche videos, or slides taken during the day. They provided constant entertainment, and Dennis Crowley as MC was outstanding. He did Kermit, and other amusing acts to keep us entertained, the banquet and long presentations flew by.

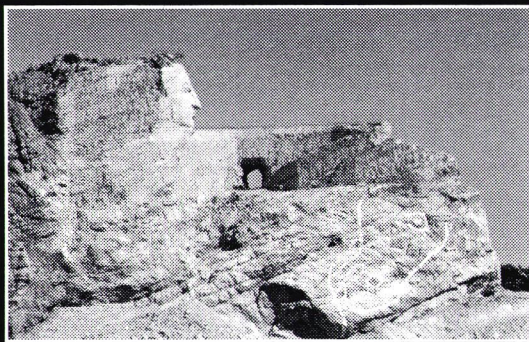
Sunday, 10-3 Swap meet at Odarkthirty. We sell, talk, pack, load and leave by 10:15 am arriving in Amarillo, TX that night after 649 miles, just in time before their restaurant closed at 10:00 PM. We lost 2 time zones and didn't realize it was that late.

Monday, 10-4 we hit the road at 8:00am hard on the gas pedal all day, through the beautiful scenery of OK, and MO. I had forgotten how pretty it is in MO. We did 800 miles landing at Highland, IL about 40 miles E of St. Louis.

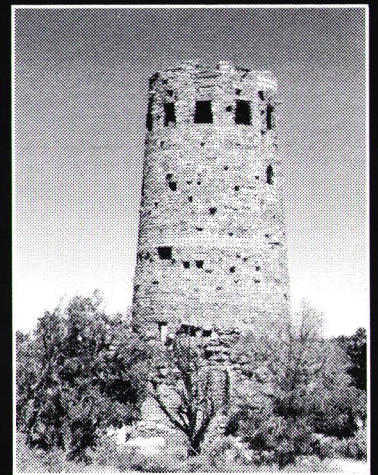
Tuesday, 10-5, home bound, after 14 days we are ready to sleep in our own bed with our 2 pussy cats. 547 miles later we pull in around 5:00pm for a total of 5332 miles.

We had the best time together that we have had in years and years. When you are together cheek to cheek you can't get away. You can't go read, watch TV, or go off somewhere alone. You have to talk, visit, discuss sights, events, remember past times, reminisce together. I just have the hardest time trying to understand several ladies at the event telling me they wouldn't ride 300 miles in that damn car, and so they flew in to Phoenix, and their husbands drove alone. I don't get it, we just spent the best 14 days together, and I can't wait to go again.

Barbara



The beautiful untamed West



9th Annual Skirmants BBQ

Make your plans NOW to attend. Join other 356 friends from all around the country and watch your favorite 356 drivers duke it out at the most beautiful road race-track in the USA.

Saturday, June 24th is this years BBQ to be hosted at the large hospitality tent located next to our truck/motor home in the 356-paddock area. The tent is furnished with tables and chairs will be available for our 356 friends to use for the weekend.

There is a charge for the BBQ of \$10 each, kids free. We provide plenty of chicken & Johnsonville brats / buns, condiments, and all of the table service. Please bring a dish to pass: appetizers, salads, potatoes, fruit, desserts, chips and dip. You also need to bring your beverages of choice we do NOT provide



BEER, because of logistics and liability. Whatever you bring will be appreciated. Dinner starts at 6:30 p.m.

The deadline for your reservation for my BBQ is Saturday, June 17th. **PLEASE CALL, WRITE, FAX or E-MAIL me** with your res-

ervations so I can order the correct quantity of meat and buns. Payment in advance is always appreciated.

The traditional motel of choice has been the L&K Motel, in Shelby, Ohio 419/ 347-2141. if you need other motel numbers, call and I will fax you a list. Call NOW!!!!

Barbara Skirmants, 27244 Ryan Rd., Warren, MI 48092
810/558-3692 or fax 810/558-3616.
Email: skirmants@home.com

356 Motor Cities Gruppe Summer Picnic and Swim

Sunday July 30, 2000 JPM - 6PM 1864 vintage home and gardens located at John & Carroll Thomson's, 4600 W. Liberty Road Ann Arbor, MI 48103. Bring a dish to pass, your beverages of choice and swim suit & towel. Phone (734) 662-8661. **before 9PM** please to let us know what dish you will bring and how many in your party. The Motor Cities Gruppe and the Thomson's will provide the rest.

1-94 just West of Ann Arbor Exit #169 Zeeb Road. South to Liberty Rd. turn Left (East bound) onto Liberty Rd. 1.2 miles to 4600 located on the North side, look for a large brick home directly across from Knight Rd, which dead-ends into driveway. Park in back yard. See you there!





artwork. Two of our new younger members created artwork for the auction. Brad Richards, a designer for Ford did a bright yellow & red acrylic work depicting the rear view of an A coupe. His heart's desire, which he just purchased. The other piece was done by Dan Christie, another youngster who recently purchased a 55 coupe. Dan's oil subject was a Spyder being driven by von Frankenberg at Nurburgring in 1955. Vic, who was our auctioneer had already given me instructions that we were not to be outbid. He had his heart set on this

Jack Chamberlin, the 1998 winner of the Helping Hand Award, first talked a little about what this award has meant to him, and told a couple of his jokes. He also brought along his award to show everyone. Then Vic & I called Neil Goldberg up to receive the 1999 Helping Hand Award in the true spirit of wanting to help a friend have a nicer car. Thanks Neil, we have a better club today for your contributions.

This year's Christmas party is booked for Waterford Hills Club House, on Sunday, December 3,

Our Motor Cities 1999 Christmas party was held December 12, we had a crowd of 84 reservations, but only 66 were able to attend the festivities because of the nasty influenza. Sebastian and Narmeen were not able to attend, so Sebastian sent a check for \$250 to be used as a credit at the auction for the winner of a contest. The criteria for the winner was to be the lady attending whose birthday fell closest to December 25. We all know friends and family members who are cheated out of goodies for birthdays that fall too close to Christmas, so this was his way of making up for that. Every lady's birth-date was noted and the winner was Carmen Mahla, whose birthday is January 4. The announcement was made before dinner, and Tord quickly ran around placing bids on all the goodies he wanted, trying in vain to reach the \$250.00 gift limit.

This year we tried out a silent auction for the majority of items, and held back the top 10 items for live auction right after dinner. In my opinion it was somewhat of a disappointment. We started at 3:00 and dinner was served at 6:00 p.m., but a lot of folks didn't show up until 5ish. We had some great items donated for the auction, including two original pieces of

painting, and it now hangs proudly in our dining room.

This year we presented Neil Goldberg with the Tom Youk Memorial Helping Hand Award. Vic and I sponsor this award, and realize there are many folks in our club that deserve this recognition; Sebastian for his enthusiasm and craftsmanship in publishing our Auspuff Roar, and many others. However, we felt a special thanks needed to be awarded to Neil, who always prefers to stay behind the lime light. Neil not only opens his doors wide every Saturday morning to 40 plus guys and me, but he has also done a great deal of helping hand-work on restoring many cars for our members. We would not have as many great cars in our midst today without Neil.

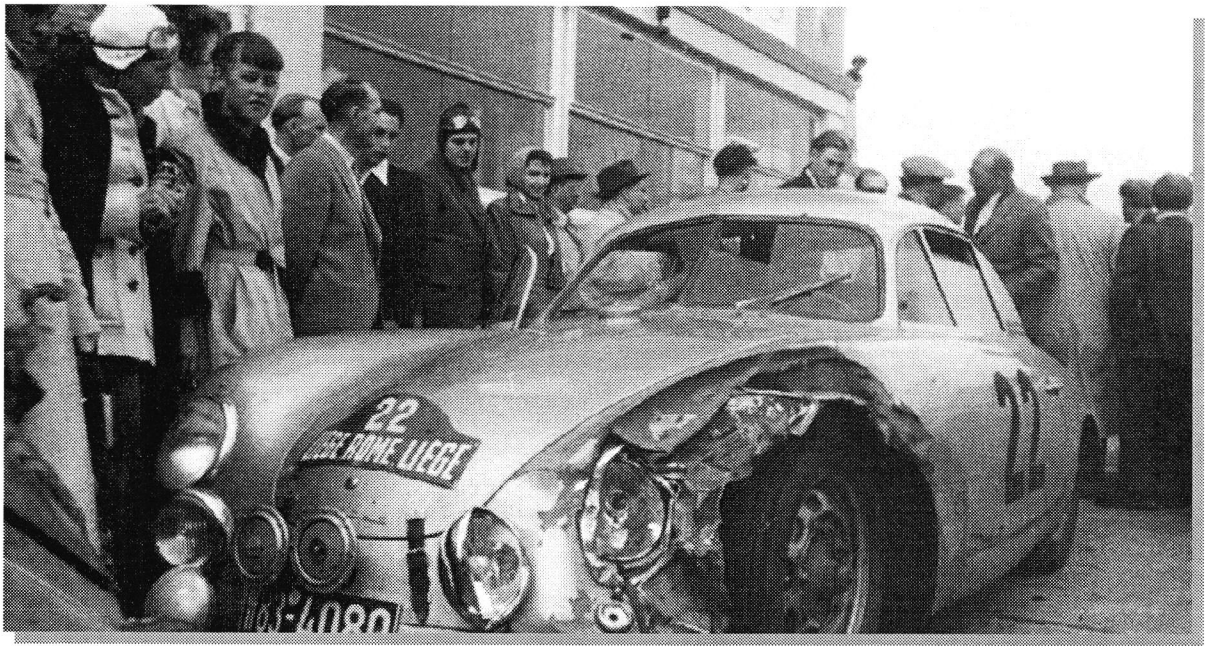


2000. We have decided to pick a menu at \$20.00 each, which gives us a nicer entrée. The Motor Cities picks up the tab for rental, appetizers, and dessert, which were great too. Still a bargain.

Put your thinking caps on looking for auction items, and come ready to have a great time. The auction items do not have to be car related, in fact the ladies bid feverishly on non-car items. From bourbon balls to ornaments to quilts to wreaths to note cards and wine gift packages.see you there!

Barbara

1999 HOLIDAY PARTY



(Continued from page 11)

few weeks he manages to steal a '57 Speedster from the Boston area fully intending to just clean it up a bit, check out the mechanicals and drive it as found. That turned into a full-blown "Denyer project"-that's when you touch one area and it leads you to another and before you know it, the damn thing is on a rotisserie having the paint scraped off, the engine and transmission sent off to Skirmants to be gone through, and six pages of new 'this-and-that' are making a hole in the bonus check. Hurlbert's target is to be on the road this spring.

Then Jack Chamberlin finally consummated the deal on a very low mileage car he had been chasing for a number of years. A very low mileage, sepia colored '72 911E that is in marvelous condition including every document since it was purchased from Penske's Porsche dealership.

Now we have the fringe players getting involved, the guys with taste but short on resolve or capital trying to figure out how to get on the band wagon before all the good

stuff is snatched up.

Bob Count finds his temperature up a degree or three and has been seen talking to himself about an early 911 or 356. He's only got a one hole garage, so it's unlikely that he'll part with 968 convertible. But every Saturday his blood boils a little hotter as he weighs keeping his open car or experiencing the thrill of second gear in an early 911 or the fun and attention he'd generate from the ladies and valets driving a 356.

Vic Rivera has been trying to keep his mind focused on the multiple projects he's got going. There's the Convertible D, a new Russ Taggart interior going into the Roadster, and the house. But he's not fooling us, we know he's been trying to find a '73 RS to make up for the Carrera Speedster he let fall through the cracks. Don't nobody tell him that Doc Schultz's has a '73 Carrera that he may be willing to part with. It really flies and would fit very nicely into his collection and expanded garage space.

Dave Burton recently spent time swapping rides with Freeman Thomas in the new yellow Boxster S and Thomas '55 red Speedster. It seems



that Dave Burton's wife thinks a Speedster would not only help her tan but give her that special lift one gets after a couple hours on the back roads west of Ann Arbor. Burton was heard commenting that "the Speedster was very direct, nimble and a delight to drive". He's getting ready.

Maybe it's just the arrival of spring or the good economy or the recent changes in the concours d'elegance rules for unrestored cars at the Porsche Parades. My take however is that when somebody with credentials shows up on Saturday with a new toy it sets off a flurry of activity. You can sense the Lemmings aren't far off. Look what happened when Goldberg, Dunham, and the Denyer brothers bought their 356s. It has resulted in an epidemic. Vic Rivera added to his collection with a Convertible D. Phil Kubik bought three Speedsters-though he's yet to put even one of them on the road. My guess is that he's either very busy racing the 356 Coupe or 944 or hasn't figured out that it's better if you get on a list at Stoddard's, Draper's Time Machines Ltd., Gmünd Werkes West or Skirmants.

Dan and Wendy Christie have a stunning '55 European Coupe in Turkish Red with very unique military license plate that depicts that it was bought and used by a US soldier abroad.

Brad & Gabby Richards just drove home a white '55 Continental Coupe. Richards and Ted Dunham have been making lists and trying to work up a schedule of who will do what and when to make the car reliable enough for the tour to Watkins Glen in September. I wonder if that hotted-up engine that Dunham has in the yellow GT would fit in the engine bay of the Continental Coupe?

In fact the burgeoning Detroit contingent and the popularity of the vintage

racing scene has increased Vic Skirmants business significantly. Just living near Skirmants gives a potential buyer great comfort. We are also blessed with extraordinary local talent who can help sort through electrical problems, do interiors, bodywork and paint. It's a group that can keep you from making costly mistakes. Knowing that this talent is there does set you free when making a decision to add a 356, 912 or early 911 to your collection. As a result we now have some very nice cars which are being campaigned on the track and at Concours d'elegance events nationally. Even though they're garage queens, they're being driven and providing enjoyment. As a result we have enhanced our reputation for being way ahead of the curve. California with their legendary black plate cars are not the only source for exemplary cars.

And I can't forget that there are many more who aren't terribly mechanical who volunteer to put on events or schedule tours or trips where we make new friends or delight in the pleasure of just driving.

I still have access to that '59 Coupe in Florida that I promised my daughter for her high school graduation. She's now 27, married and hopefully has forgotten that pledge. After seeing how well John Denyer's '59 turned out, it sure would be a great addition to our collection.

Better yet it would make a great gift and a sweet addition to their garage. After all, we need to attract more young devotees like Dan Christie and Brad Richards to the marque.

Mercy, save me from myself. The lemmings are marching up my driveway.

Salomon Smith Barney

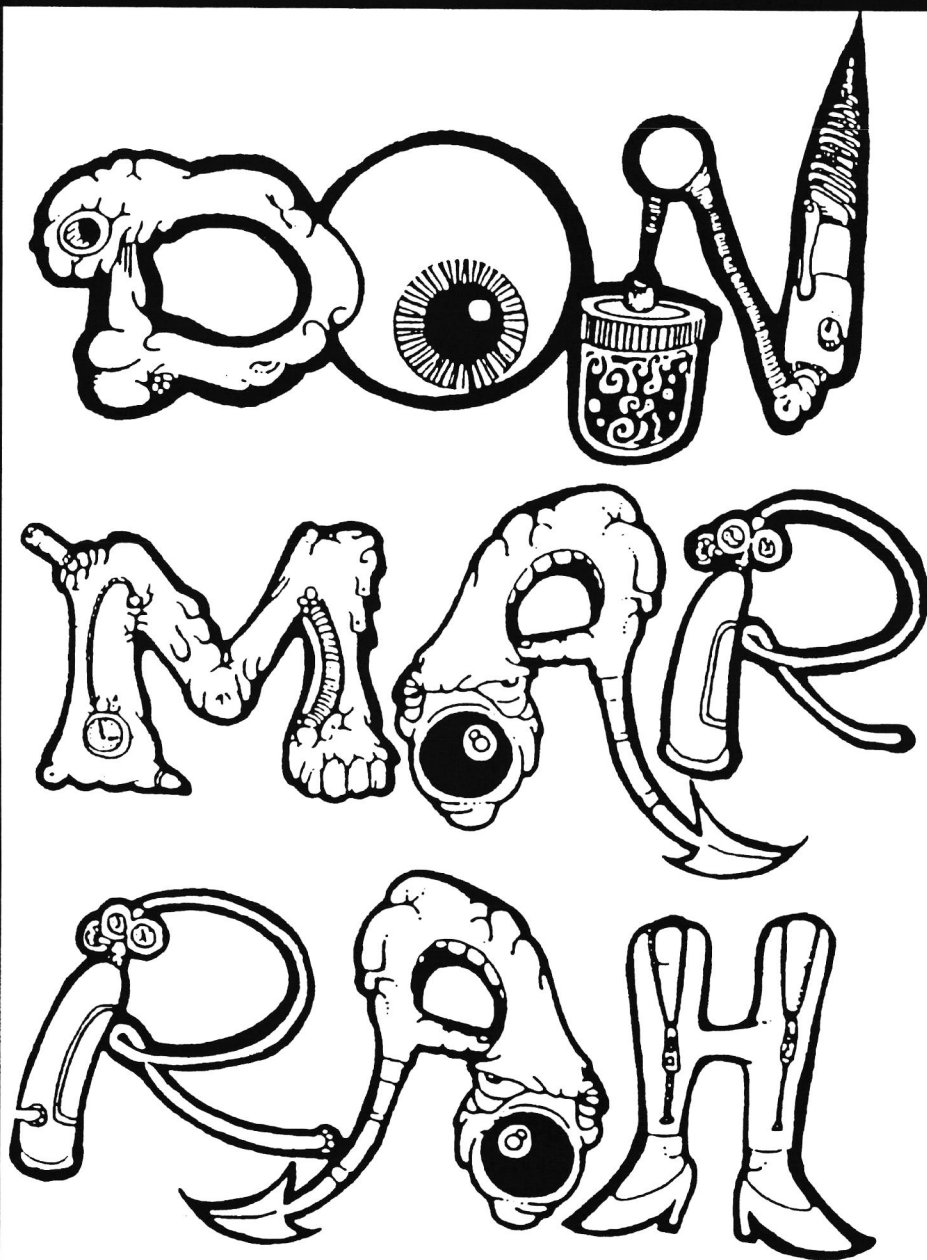
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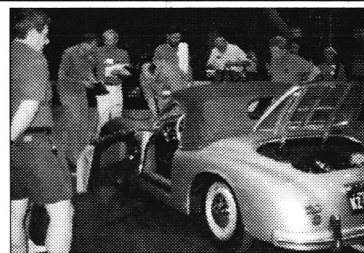


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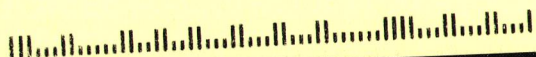


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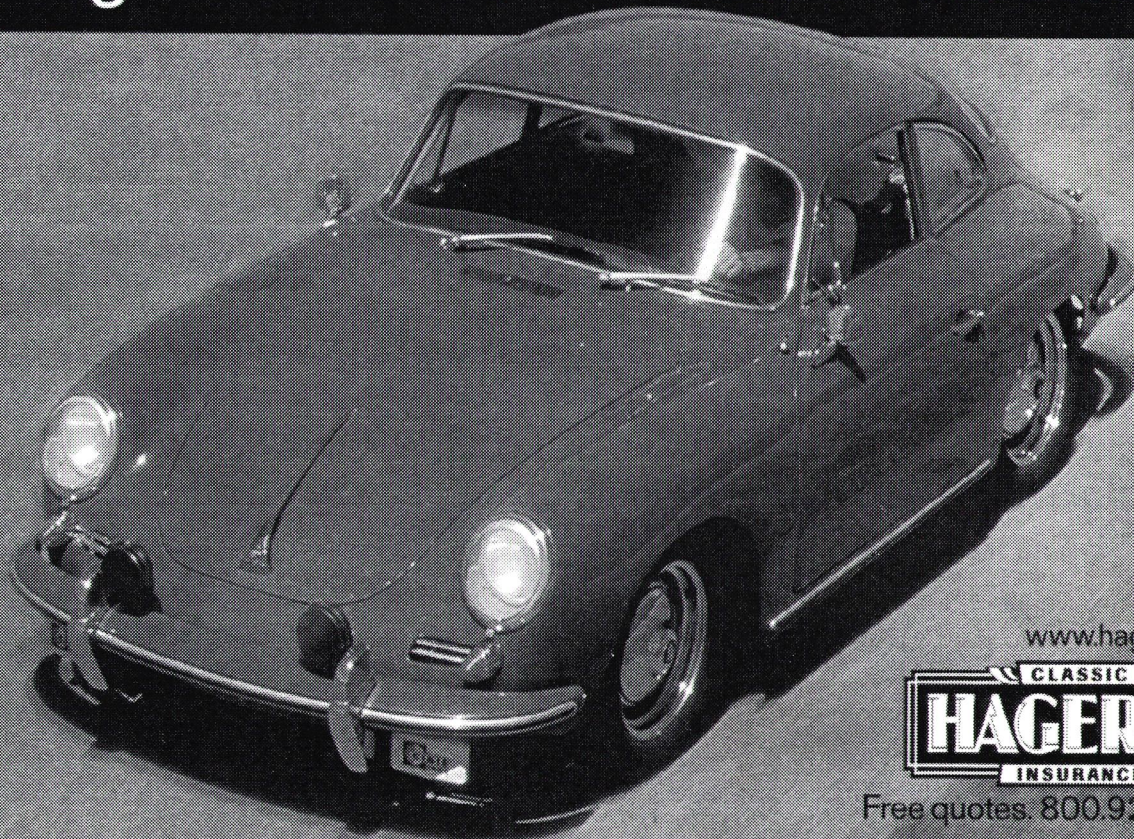
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