

Auspuff Roar

November 2012



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356 Motor Cities Gruppe Hall of Fame

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Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe is \$25 per year due at the first of each year.

Please send membership dues to:
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North Branch, MI 48461

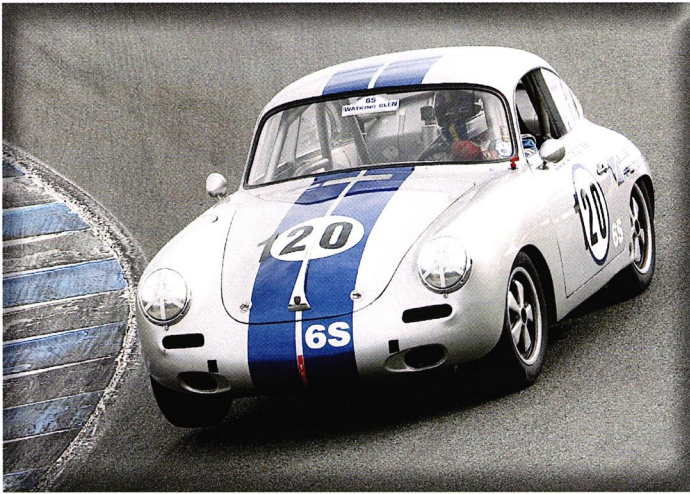
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Christopher J. Preston

ON THE COVER: The late Gerald Van Vliet's T-5 coupe after restoration by its next owner. Gerald owned that car for many, many years but as far as I can remember only brought it to one Gruppe event, the Spring garage tour of 2006. He replaced the T-5 with a very nice early 912 that he drove every chance he got, even driving it out to his summer home in Maine. Godspeed Gerald.





President's Letter

Dave Burton

Fall arrived this year right on schedule. Usually, we kinda slide into the cooler weather gradually and get used to it, but not this year.

The last couple of weeks I've been in Northern Michigan and the colors have been spectacular. Last month, we enjoyed the Fall Color Tour to the Glenmoor Gathering in southeast Ohio. What a great trip! The week before, Ol' #20 and I were racing around Watkins Glen. Both weekends were courtesy of the Skirmants--thanks, you two!

Back up another month to August and we were enjoying our annual Summer Picnic hosted this year by the Dunham's. A beautiful day, the crowd was gathered to share food and camaraderie amid a beautiful collection of our favorite automobiles. Sadly, we also bore the news that Gerald Van Vliet had passed only days earlier whilst jogging in Grosse Pointe. A group of us met at a very moving memorial to Gerald later in the week and learned that he had interests far beyond early Porsches. In this issue you will find a few stories from his friends and an article that he submitted before his passing. He will be missed.

Soon upon us are the Elections. Yeah, yeah, there's gonna be local, state and national elections but I'm talking about the 356 MCG Trustee Elections. Check your mailbox (&/or your email inbox) for the Ballot, make your choices and return it promptly, please. And while you're voting, don't forget the Registry Trustee Election. We need to re-elect Vic Skirmants to Trustee. If you have questions about the

others running, Vic can provide background on the various candidates.

While you're rummaging around in your mailboxes, look for the invitation to our Christmas Party, scheduled for Sunday December 2nd. Make sure to get your reservations in to Sue Denyer by November 20th, and mail your remittance to Barbara Skirmants along with your membership renewal. Then, root around in the garage, closet or basement for items to donate to the Holiday Auction. Always a fun time, the auction is the major fundraiser for our Gruppe.

“February will find us
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Chili Cook-Off. Barbara
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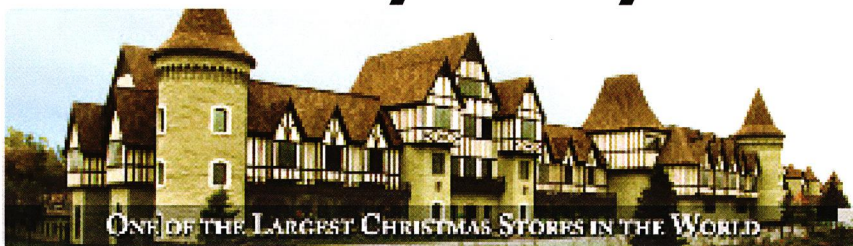
Being that it is currently mid-October, it's hard to believe that the holiday season is right around the corner but Halloween is only a couple of weeks away. You know the drill, Halloween, Thanksgiving, Christmas, New Year's, it all becomes a whirlwind. I'm looking forward to the Holiday Party at Canterbury Village because of the great group of friends that attend. Besides, it's always fun to see just how much Phil Kubik will pay for a tin of Dennis Denyer's Butter Cookies.

And then, 2013! Man, this year was a blur. But that's OK, next year will slow down. Sure. February will find us at the mid-winter break formerly known as the Chili Cook-Off. Barbara is looking to change the event around a bit to keep it fresh, keep an eye out for the details. Meanwhile, enjoy those tubs while Michigan shows off its fall color festival and I'll meet you at the Christmas Party.

See you on the road,

Dave

356 Motor Cities Gruppe 2012 Holiday Party



Kings Court Restaurant 2369 Joslyn Ct. Lake Orion, MI 48360
248-391-1900

**Motor in the
Holidays with
shopping, friends
and fun**

**Sunday
December 2nd**

2:00PM to 7:00PM

FABULOUS LIVE AND SILENT
AUCTION ITEMS

**Please bring several great items
per family for the auction**

10:00am Shops open for browsing & buying

2:00pm Program starts PROMPTLY (bar opens)

Live Auction

Dinner

\$44/person

(includes dinner)

CASH BAR

Buffet Dinner

Relish tray, Various Salads

Penne with Meat Sauce

Prime Rib, Seafood, Desserts

*Please note that MCG will be
subsidizing \$5.00 per person
of the total cost!*

**For reservations, contact
Sue & Dennis Denyer (248) 391-3268 or
email ddenyer@gmail.com**

Mail checks to:

Barbara Skirmants 3359 Kings Mill Rd., North Branch, MI 48461

DEADLINE FOR RESERVATIONS IS NOVEMBER 20TH

Reserve Your Spot for the Holiday Party

Dear 356 Motor Cities Gruppe Friends, below is the information to make reservations for our 2012 Holiday Party and the ballot for the two candidates running for the 356 MCG Trustees. Your participation at this event is greatly needed and appreciated by your 356 MCG team. The auction at this event is our ONLY fund raising event for each year. Please scour your garage, library, attic and basement for some great goodies to bring to the auction. We need everyone to participate to make this a successful auction, and to properly fund our 2013 activities. Thank you.

Please check your expiration date printed on the mailing label, and update your mailing information below especially your email address.

Dues for 2013 are \$25.00 per calendar year and the Holiday Party dinner is \$44.00 per person.

Name _____

Address _____

City/State/ Zip _____

Phone #'s home/ work/ cell _____

Email _____

2013 Dues \$25.00 _____ X _____ Dinners @ \$44.00 _____

Make your check payable to 356 Motor Cities Gruppe and return with your reservations in the enclosed envelope to Barbara Skirmants.

2012 356

Motor Cities Gruppe BALLOT

Please vote for two:

_____ Barbara Skirmants

_____ David Preston

_____ Write in Candidate

Please E-mail or US Mail or
give your ballot to:

Bob Count

3563 Oakleaf Drive

West Bloomfield, Michigan

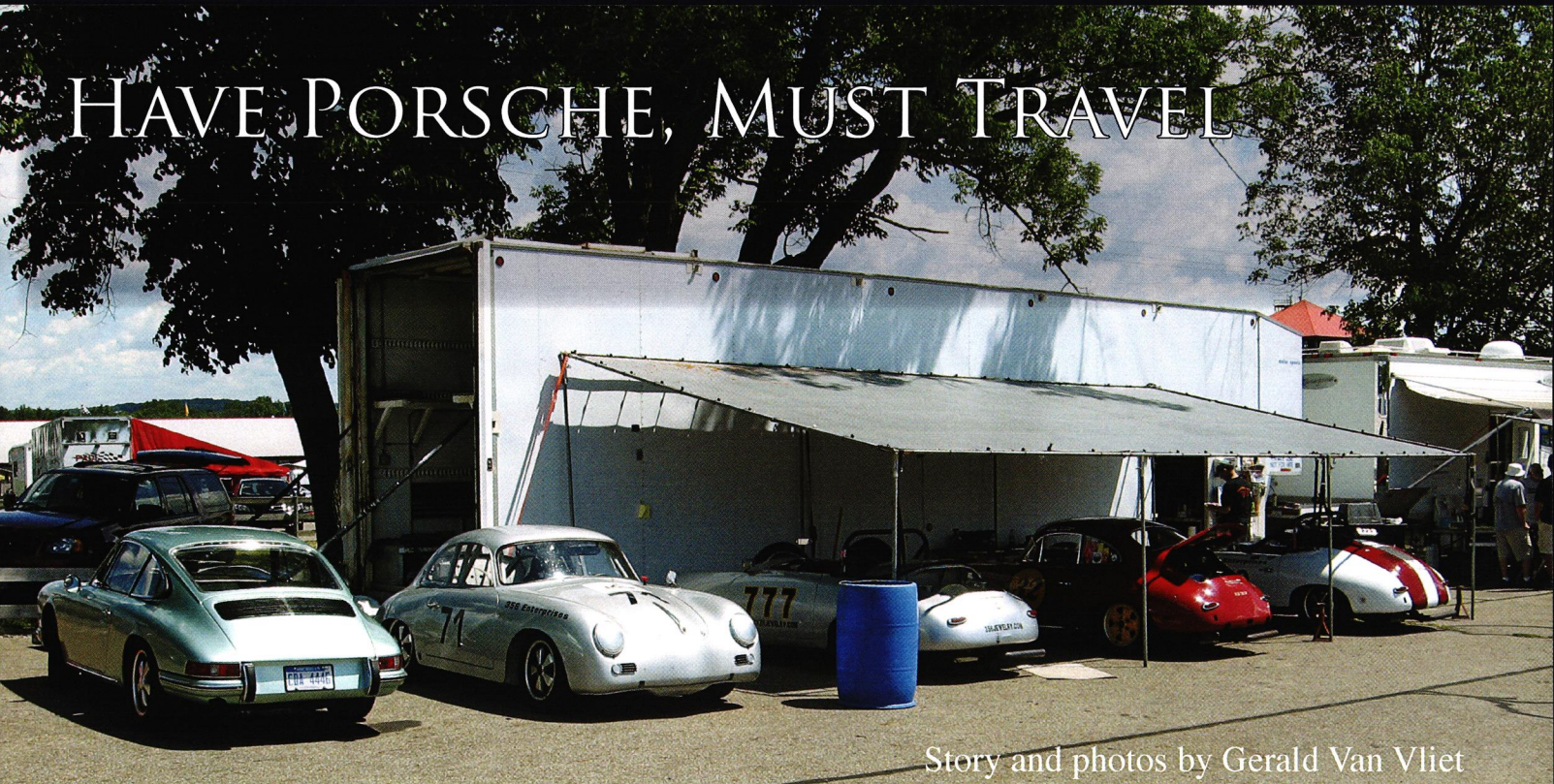
48324

Bob.count@comcast.net

Thank you,

Your 356 MCG Trustees

HAVE PORSCHE, MUST TRAVEL



Story and photos by Gerald Van Vliet

With a tip of the hat to John Wayne, “A Porsche owner has to do what a Porsche owner has to do.”

As many of you know the third weekend in June is the annual date for the Vintage sports car races at Mid-Ohio.

Continuing a long tradition Sebastian and a few (very few) loyal followers continue to make the trek, annually.

This year ended Sebastian’s streak. Other activities required his attendance on Saturday June 23rd. Therefore plans were adjusted and Sunday became the day for the annual sabbatical. Then, things fell apart, medical complications for one participant, a broken car for another, a conflicting social engagement for another and suddenly our small entourage, became a party of two. Then we find out our “hosts” weren’t staying for the day. By the time we planned on arriving they would be gone. Thus it seemed, sadly, there was no real point in going, and the trip was cancelled.

However! Being relatively new to the ownership of a streetable Porsche, with a “new” Skirmants engine I could not let the

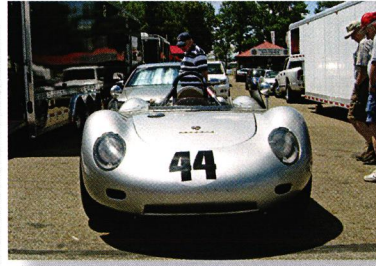
opportunity to drive some back roads and see some vintage sports car races pass me by. Thus early Saturday morning I arose, packed up the sun screen, stopped for gas and coffee, and hit the road for Mid-Ohio. The drive down is not the high point of the day, so it was all freeway, all the time to the track. (Is there an uglier section of Interstate in North America than the stretch from Detroit to the Ohio state line)

As usual parking was beside the Skirmants’ rig, in the paddock. Not really a place, out of place for an old Porsche. Even my 912 is as old or older than some of the racers in the paddock.

To the cars and the races. MCG was represented by Vic and Tom Downey who gave the racing performance of the day, more on that in a moment. There were also two other long time 356ers in attendance, Mark Euscuchie and Jim Schreker who both, unfortunately, beat our Detroit contingent at their own game.

Also in attendance, significantly in light of their obvious value and rarity, and being driven in “anger”, truly, were a 904, 906, 910





“Time to get out the GPS, put in my address, and just start driving.
This road looks like it has some curves, guess I’ll try it”

and a center seat 718. The 718, one of only four in existence, was of particular interest as the owner has repeatedly turned down offers to sell it, the latest of which is now up to \$4,500,000. Also of note is the fact that an engine rebuild, if nothing major is wrong with it or has been broken, starts at \$40,000. The car has an owner imposed redline of 7,000 and after the race I saw the car and the telltale on the tach was showing a shade over 7,000 (Remember an engine rebuild starts at \$40,000). Believe me when I say the owner/driver was not just out cruising the track and if you don’t want to take my word for it ask Vic for his perspective on it.

I would also like to make note of an especially well turned out 912. Unfortunately, it left the pits. Its presentation on the track was unlike that of the 718. The driver, as they say, did not acquit himself well. Or in this case she, did not acquit herself well. After the race I had a long talk with the driver. She turned out to be a rather diminutive in stature surgeon from Arizona. She admitted that she was a rolling chicane during the race, and she was! As a 912 owner it hurt to watch her. However, you could not fault her for her performance once she described to you in her own words how much fun she was having driving her car, and how in awe she was of the other 356 Porsche drivers. She owns and drives one of only two 912s that are being campaigned in vintage racing today. And she is enjoying the hell out of it! After all, they hauled the car all the way from Arizona just for this weekends races at Mid-Ohio, and were going back to Arizona after the races were over on Sunday! Can any of us say we are doing as much with our Porsches?

Saturday’s racing ended with a one hour enduro for the 356 class and others similarly situated. That’s small bore equipment (literally, cars with small bores and consequently small displacements) for those of you not familiar with racing and it class system. From the Porsche owners and MCG members perspective the race within a race was that of Tom Downey and a much more powerful 911. The 911 had the power, however Tom had the driver skills. For the first 50 minutes or so

of the race they were going at it tooth and nail. Tom, who started quite well astern of the 911, caught up to him and then hounded him unmercifully until he was able to make a pass. As Tom told me after the race, the 911 was ungodly fast in a straight line. Every time they went down the back straight the 911 could pull him by five or six cars lengths. Then Tom would catch up to him and the 911 would block him in the twisty bits around the rest of the track where Tom and the 356 had the advantage. Tom would catch him up, only to be out run time and again down the back straight. Tom eventually made a pass in the twisty bits and more importantly made it stick. However success was to be short lived. Tom got a little over enthusiastic toward the end of the race and spun! He was passed by the 911 and there was not enough time left for Tom to catch and repass him again. It was, however, some great racing drama.

So I watched the races, walked the paddock, hung around Skirmants for a bit, all the usual things Then it was 6 o’clock, and time to say goodbye and head home.

Time to get out the GPS, put in my address, and just start driving. This road looks like it has some curves, guess I’ll try it. Here’s some road that looks good, turn here. “ Oh the places you’ll go” when you can’t get lost!

So next year, here’s hoping we’ll be back to “full strength”, Sebastian, Dave, Charlie, Tom and your’s truly. A summer’s day in June, back roads and a passel of old Porsches.

Gerald

Ed Note: Dave, Charlie and Tom, mark your calender for next June, we will toast one to Gerald at the Skirmants HQ.

SAVE THE DATE

FOR UPCOMING GRUPPE EVENTS

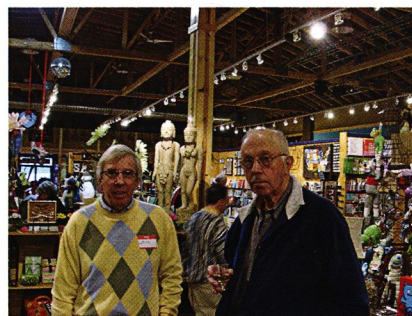
Gruppe Christmas Party

Sunday December 2nd
Canterbury Village



Mid-Winter Potluck

Saturday February 16th, 2013
Leon and Lulu



Motor Cities Gruppe Calendar of Events

November

OPEN

December

December 2nd Holiday Christmas Party - Canterbury Village

January 2013

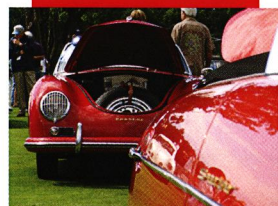
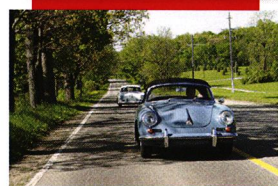
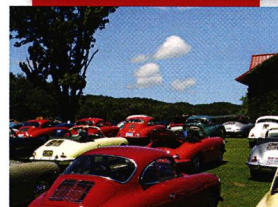
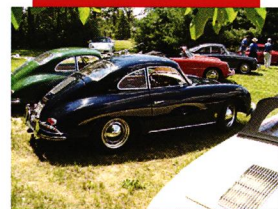
OPEN

February 2013

February 16th Motor Cities Gruppe Potluck Dinner at Leon and Lulu

May 2013

TBD Motor Cities Gruppe Spring Tour



356 MOTOR CITIES GRUPPE BOARD MEETING MINUTES of Oct 20th, 2012 By L. Dunham

Held at Neil's Restoration unless otherwise noted.

Attendance: 5 Board members, Barbara Skirmants, Dave Burton & Dave Preston, Ted Dunham & Neil Goldberg. Secretary, Lanita Dunham, Treasurer-Barbara Skirmants with Dave Peterson assisting.

Call to order by president, Dave Burton at 9:08 AM.

Christmas Party: It was noted that the price has been raised by \$4.00 to help offset higher costs of food & rental. Denyer's are hosting event again.

Date of Dec. 1 is confirmed for 2013.

Mid-Winter event: Will become a potluck rather than chili, with casseroles, salads and desserts. The date is to be Feb. 16th, 2013, 5-8 PM, at Leon & Lulu's. Barbara will make sure a Flyer gets sent out.

MCG Trustee Elections: Dave Preston & Barbara Skirmants are up for re-election. We've sent out nomination forms for other possible candidates.

Ballots will be sent out on Nov 1st, and mailed to Bob Count and/or collected at Christmas Party.

MCG Hall of Fame: Will be decided at Jan.12 board meeting.

Auspuff Roar: Next issue should go out very soon. Discussion of color issue over black & white, and 3rd class mailing over 1st class, as cost reduction ideas.

2012 Financial Review:

1) Barbara Skirmants: passed out the 2012 Fiscal Year actual status spreadsheet. We reviewed our current assets and status. Checking balance is down by 2k over last year at this time, but we are in very sound financial shape.

2) Dave Preston: passed out detailed summaries of past costs for the annual Summer Picnic and past Holiday Parties including 2011. He also reminded the Board that we did not charge anything for the last Summer Picnic, which cost the Club about \$1800.

2013 Budget Review: Dave Preston passed out the 2013 Budget with cost and income projections and discussed the challenges for the new fiscal year. Of prime importance is another successful auction at the upcoming Holiday Party.

2013 Calendar: Dave Preston will bring the draft of the 2013 Calendar of Events to the Jan 12th meeting.

Recruitment: Dave Peterson has developed a list of names and how active each member is deemed to be, with the idea of enlisting members to become more active and thus host events and help run the Club. We discussed the benefit of developing ideas for new events and how that can entice members to re-join us.

Website: We discussed the possibility of running a recruitment type ad in the Auspuff, in an effort to locate an IT type person to run our site, as we currently

In Memoriam Gerald Van Vliet

In August we lost our dear friend and long time Gruppe member Gerald Van Vliet. Gerald was nothing if not enthusiastic, and that is an understatement. He served on our board and as our treasurer for many years and helped plan the 1998 registry Holiday. But more than that he was one of the most engaging people I have known. Several times we made the trip to Mid Ohio and most of the fun was getting there and back, highlighted by a few roadside repairs! I will miss him dearly. SPG

There were two schools of thought when you looked up and saw Gerald Van Vliet ambling over to chat. The first was "oh oh" and you watched to see if the pace was quick or ambling. If it was quick you knew you'd be there for a while because he had something on his mind and he was seeking some answers.

It could be questions on the kind of tires he was considering, or how to get that very, very tiny surface blemish that he found at the base of the mirror on the 912, or the latest book he'd been reading and the politics of it, or that he'd really like to do some writing for one of the Porsche publications.

The little things were big deals, and the big things were dismissable.

Whatever he had on his mind you had to be thoughtful in your response...and thorough. He'd ask the question or make the statement and if you gave him a flip answer, he'd be asking you to justify it.

It rather reminded me of what you'd expect from an IRS agent.

After you'd gone round-the-bend with him a few times, you understood that there was nothing that he said that wasn't put forth with great sincerity, so you felt guilty if you blew him off. He really wanted to know what you thought, how you got there and if you came to conclusion based on first hand experience or research or just hoped it was right. I enjoyed him because he was always learning.

How many guys would wonder if he could write something that others might find enjoyable?

He really was smitten with his Porsche. And had experiences that others really didn't know about. He asked if I'd guide him in putting those thoughts, experiences in



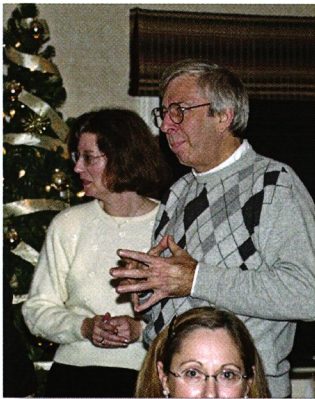
some form so he could submit them for P4.

What are you going to say... Sure, Gerald, let's talk about one of those experiences. And off he'd go. He'd do ten drafts to get all the details, nuances or tone right and he'd worry about whether others would enjoy it, or wonder how Keilly would throw it in the basket or would ask him to rework it or whether the audience would find it worth the read.

I encouraged him because he brought new perspectives to the discussion. He saw things when he drove to Maine that others didn't. He'd ask for advice, get it, then want to argue with your perspective. Rather like someone who lived in New Hampshire or was a native from Connecticut. If you offered counsel be prepared to back it up.

I'm hoping that the last couple of stories that he was working on will appear in our club publications (Ed. note: see page 6). I found them enticing, original, personal, and different.

I wish I had the ready resources to buy his car, do the things to it he wanted to do, resolve the things he worried and wondered about and make it available to a young couple who were just falling in love with the idea of someday having a Porsche that they could build memories with. Like all of us, he did his best to put his car right. Spent more than was prudent. But he never thought about the receipts, they were necessary to build the memories. But now, someone will want to recover all that money he spent,



and it will be unlikely that it will all be recoverable.

I just wish I had been in the co-pilot's seat on those trips back east. There had to be a lot of stories we'd all wish he had put to paper.

Gerald Van Vleit had the joy of exercising his dream. He was always looking forward to tomorrow in his car, driving east to see the colors. I'm hoping that someone will be able to build onto the memories he had in his Porsche.

Richard Hinson

had never been there nor seen Vic and Dave race. Once we got there we discovered that Gerald had already arrived in his 912. It was a great day. It was hot - actually it was stifling hot and humid. Of course Gerald had been there many times. He immediately took me under his wing and wanted to show me the nuances of the track and the action. His passion for life at the track was very obvious. After showing me every turn and every vantage point for viewing, we all decided to go sit down and enjoy a cold drink on the patio at the concession stand. By happenstance, Gerald and I sat at the end of the table and while others were chatting, Gerald leaned over to me and said, "I want to tell you something". I replied, "Sure, fire away". Gerald said, "David, your help around the club is wonderful. But, more importantly, I think that you are one of the nicest and most friendly people that I have meet in a long time". Then he smiled.

I was dumbfounded. I thought, how often in this day and age does someone say something like that to anyone? I replied to Gerald, "Gerald, that may be the nicest thing anyone has ever said to me - thank you".

I think of that moment often. And now I think that Gerald had it backwards - he was one of the nicest people that I have met in a long time.

May God bless him.

Dave Preston

Gerald was one of the good guys. I met Gerald about 12 years ago shortly after I bought my first 356. I had just joined the MCG and I was making my first visit to Neil's Saturdays. Gerald introduced himself to me and, over the years, he always sought me out on Saturdays or at events. He was so pleasant and talkative and his big smile just made you feel welcome. We worked together on the Board and I began to appreciate how long Gerald had served our club both as a member and officer.

Fast forward about ten years to 2010. I decided to follow Sebastian down to the races at Mid-Ohio in June. I

FUN WITH VIC AND BARB

by Dave Burton

Watkins Glen. An historic, spectacular, flowing roller coaster of a racetrack. Ol' #20 and I were invited to join Vic and Barbara Skirmants for the SVRA 2012 Glenora Wine Cellars Vintage Grand Prix right after Labor Day. They had managed to rent three racecars for the event and made me an offer I couldn't refuse in exchange for a little help in the paddock. Tom Tate had rented the #32 Coupe for he and his son Rob, David Withers had reserved the new #71 '58 A Coupe and Ron Goodman had poached Vic's #70 Roadster that he had driven last fall at Rennsport IV. Oh, David and Ron hail from Australia. They showed up with Geoff and Gary, Ron's friends, a photographer and a mechanic. Vic was also hauling the #777 Roadster of John Schrecker from Kentucky so when we finished unloading the rig the paddock was full.

It had been five years since Ol' #20 & I had been to the Glen but she still remembered where the track turned right and left so we quickly felt at home. Tom found out that Rob couldn't join him so he put the extra track time to good purpose. Ron's a quick study and John is always competitive. That left David Withers in the A Coupe. Once we convinced him that these engines really rev that high and got him to shift by the Tach and not by ear, his times came down and the speed built.

There was a 1.8 liter Elva Courier that was faster than us in the qualifying sessions but didn't finish the Qualifying Race on Friday so Ol' #20 spent the weekend on the Pole. Saturday morning was the first of two Feature Races and although I had my mirrors full for awhile, we cruised home in first with Ron in second and Mike Unger, driving Dick Tillingier's old 2 liter Datsun Roadster, in third.

We had a good start in the Classic Enduro in the afternoon and I planned to hand off Ol' #20 to Vic at the midway point. We were overtaking cars that had started ahead of us and were slicing through the pack nicely when the engine lost its' voice and the power dropped off. A quick check of lights and gauges showed no loss of oil pressure so we limped into the pits and Vic diagnosed a broken



Dave and Ron on Victory Lane

exhaust rocker. So much for his stint behind the wheel—we owe him another shot. We watched from the pit wall as Johnny Schrecker won our class, followed by Ron Goodman in second and David Withers third—a great showing for 356 Enterprises!

Sunday morning, our Group 3 was scheduled to race just before lunch. Lined up on the False Grid, the workers had us shut down as there was a lot of track clean up due to oil laid down by the previous Group. While waiting for our start, it began to rain. Lightly, but on top of the oil it promised an exciting race. Finally, the Pace Car led us out onto the course and we started warming engines and tires. When



we reached the top of the Esses and approached the "Bus-Stop," the Pace Car ahead of me began to fishtail and the fun started (the oil on the track extended from there all the way around to Turn One including the entire Front Straight). As we approached the next-to-last turn before the Start, the corner workers started madly waving the Black Flag and the entire field followed the Pace Car into the Pits and parked.

The cleaning crew went back to work on the racing surface while we waited. Once again, we followed the Pace Car back onto the track and began the warming exercises again while noting the locations of the "kitty litter." This time, the Pace Car ducked into Pit Road and we rumbled

on down to the Starter. Green Flag and we're off, throwing clouds of oil-dry into the air as we thundered down to Turn One and tiptoed through on oil-soaked cool tires. Well, "tiptoed" is probably overstating it a bit as each racer tries to balance his car, his talent, the available grip and desire to win against all the others around him.

Ron is all over me like a wet sweater and we explore the limits of adhesion together, sliding side-by-side through several turns, Ron passing me and then Ol'#20 returning the favor. Finally, after a lap and a half, Ron overcooks it a bit in the Toe of the Boot and the pressure eases a bit. Suddenly, here comes that Elva Courier (remember him from Qualifying?) and I've got nothing for him--he slips on by. Next to attack is Unger in the Datsun and we battle for a couple laps and then what's this? We're overtaking the Elva and he retires again--just can't go the distance.

Mike Unger finally takes me on the penultimate lap and opens some distance, driving sideways much better than I. At the Checker, that's the order, Unger, Burton and Goodman. I'm tickled with the weekend and so is Ron--"just wait 'til next year!" We pack up and depart for our far-flung homes. Ahh, but the fun with Vic & Barb is far from over.

The following weekend was the 356 MCG Fall Color Tour to Canton, Ohio. Barbara had managed to hook the Gruppe up with Myron Vernis and the Glenmoor Gathering of Significant Automobiles. We were invited to join the Concours Entrants for the Countryside Tour on Saturday Morning through the rolling hills and Amish villages of southeast Ohio.

Diane wasn't available but she offered her Roadster to me and Phil Kubik, my date for the weekend. We headed south on Friday afternoon and hooked up with Barbara in her C Coupe and Vic in his Red Outlaw south of Toledo. We enjoyed a hills and dales tour of the Ohio countryside as we worked our way diagonally through the state toward Canton. Arriving at our hotel, we joined John and Carol McConnell in the restaurant for dinner and then retired for the night.

First thing Saturday found our Gruppe gathered on the grounds of the Glenmoor Country Club amidst a very eclectic collection of distinctive automobiles. We affixed our commemorative plates and lined up for the tour. I handed off the route instructions and maps to navigator Phil and we strapped in. Barbara was handling both the driving and navigating duties in her Coupe while Vic was asked by Myron to take along a young fella from Motor Trend that was following the event. Joining us was a Packard Darrin, a Fiat Abarth Zagato Coupe, a Nash Healey, a Dual-Cowl Pierce Arrow, A Chrysler 300, a couple of Cadillacs, a 1930 Lincoln

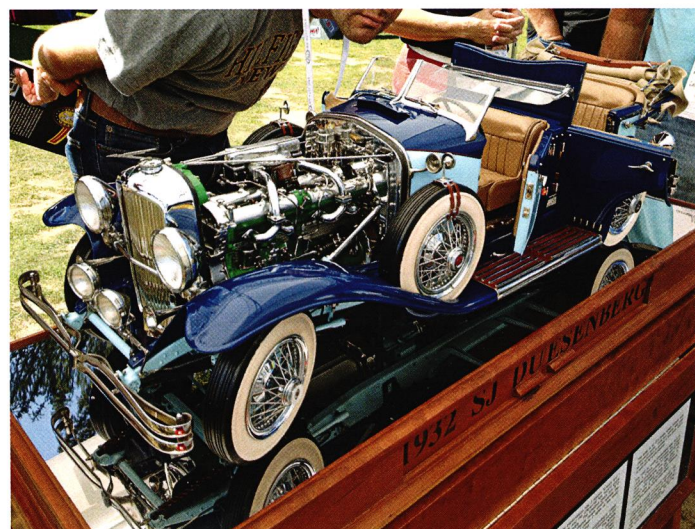
Roadster, a (real) Fiat Cinquecento, A Corvette Stingray, a Shelby Mustang GT350, a passel of Allards and others too numerous to mention. Like I said, eclectic.

And, they're off! After working our way across town and into the countryside, the roads began twisting and turning, rising and falling and the sun burned off the mist. We stopped for coffee and donuts at the home of a couple with the most extraordinary collection of Sinclair artifacts. We'd finally found a place that would take Phil's Sinclair credit card. While looking around, Phil ran into the owner of the '30 Lincoln. A beautiful automobile with standard transmission, steering and brakes, the 92-year-old owner was chauffeuring his grandson around the tight turns and uphill stops of rural Ohio. No mean feat.

We dropped the top and continued our tour, winding through the Amish villages and farmlands, overtaking many horse-drawn carriages and buggies. Quick to return a wave, the Amish folks seemed to enjoy the procession of vintage cars. This region of Ohio surprises with the roads and rolling terrain, not straight, flat and featureless like the western reaches. Following one river, we wound our way to the restaurant in the country that was our lunch stop. The crowd was expected and quickly filled the upper and lower dining rooms, laughing and recounting the morning's adventures. The menu included an entree of house-made wurst and sauerkraut that we quickly chose and let me tell you, that wurst was best! A nice selection of beers and wines accompanied the meal although those that selected iced tea or tap water were taken aback at the strong mineral taste of the well water. No such problem with the German Chocolate Cake for dessert.

After lunch, another hour's drive found us back at the Glenmoor Country Club in time to visit the auction. Although Phil & I sat on our hands, some very good values were found under the big tent. Another eclectic collection of cars and other items including a flatbed load of large classic car engines and transmissions. A very nice low mileage Cadillac nine-passenger limousine went for very little money. Dinner found us at the 356th Fighter Group, a restaurant on the edge of Canton's airport, filled with WWII memorabilia and not a 356 in sight (other than ours). Good food and service, though.

Sunday morning found us back at the Glenmoor for the Concours. We stopped by the Clubhouse to find where Myron wanted our cars parked and he directed us to the edge of the Fairway with all of the "Dream Cruise" cars, restored fifties and sixties models, hotrods, etc. But first, he needed a favor; could I provide a jump for his 1948



Davis Divan Convertible Hardtop from Diane's (proudly) 6 volt Roadster. Sure! The Davis is one of only seventeen futuristic 3-wheeled "safety cars" ever built by Gary Davis based upon a one-off "Californian" created by Frank Kurtis and one of the odder vehicles I've seen.

The Divan was due on the show field opposite another of Myron's oddballs; his 1935 Hoffman X-8 Sedan.



A streamlined unit-bodied, independently suspended, rear-mid engined one-off prototype built in Detroit. But the car is not the odd part, that engine is. A water-cooled twin cam overhead valve built in an "X" configuration and displacing about 170 cubic inches. Cool.

A feature of this year's Concours was Micro Cars and they had quite a collection present. From Crosley Hot Shot

through Goggomobile, the different approaches to smaller transportation were marvelous. You know your car is small when it's parked next to a Nash Metropolitan and the Nash looks like a limousine by comparison. One of the prettiest little cars there was the Bebe Peugeot, created with input from Ettore Bugatti. Gorgeous!

Another special gathering was of Allards. This is the largest collection of Allards I've ever seen including at the Zippo Reenactment or the BRIC, both huge draws for Allards. Packard was another marque featured and included the special one-off "Panther" created in 1951 for Edward Macauley, director of Packard Styling. A neat entry was the 1930 Packard Custom Eight - 740 Roadster of Margaret Dunning from Plymouth Michigan. She bought the car in 1949 and it was the first ever automobile to be awarded 100 points (a perfect score) by the Classic Car Club of America. Although that award was more than fifty years ago, it is still in beautiful condition and she drives it (heck, she even changes the oil) at the sprightly age of 102. There's hope for us all.

A real "Duesy" on the field was the 1935 Mormon Meteor that is, in real life, larger than life. It's very impressive. Also on display among the authors and artists were some remarkable models: a 1940 Maserati Typo 8CL scale engine; Jim Clark's 1967 Lotus 51; and the piece d'Resistance -- a 1/6 scale 1932 SJ Model Duesenberg that completely operates. The level of attention to detail is unbelievable and is said to have taken the modeler Louis A. Chenot approximately 20,000 hours over ten years to complete. When you see me, ask to see the pictures.

Another series of photos you should see are of the 1931 Alfa Romeo 6C 1750 Gran Sport Aprile Spider Corsa. Although the name is ungainly, the car is not. Wow. The coachwork was designed by Mario Revelli and built around a wrecked 1750 Zagato Roadster. Even the pedals are beautiful (but not in your accustomed orientation) and the seats, luscious. Oh my.

Actually, you should just ask to see all the pix, they're fun and I'm happy to share. We really had a great time and the weather co-operated nicely (we drove down and back with the top down--I think Phil is just now getting his hearing back) so I would call this Fall Color Tour a complete success. Even though the only color of foliage we saw was green, the myriad colors of the Glenmoor Gathering were just compensation. Thanks Barbara and Vic, I had a terrific September.

Dave

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Gerald Van Vliet's 912 tucked away in his garage at home. The Gruppe donated \$500 to the American Heart Association in Gerald's memory.