

Auspuff Roar

October/November 2006



www.356mcg.com

PRESIDENT'S LETTER

Michael Heilmann

Set the GPS for Boyne Highlands

Friends:

The summer came and went by in a whoosh. Gruppe picnic, Local Concours, Dream Cruise, Vintage Races. I once had a friend tell me that turning fifty (five oh) was like being a rock getting kicked off a cliff and the years fly by faster and faster until, suddenly the rock stops. I have to thank Vic Rivera for prompting me to clear my calendar in September and getting me to go the September Vintage Races at Watkins Glen. After all we never know when the rock decides to stop.

This event named Porsche as the Marquee this year, yet featured every known gasoline powered conveyance known to man and then some unknown to all but the chosen few. The 1948 Chrysler Zippo car looks as ridiculous in real life as it does in photos. The highlight of the Vintage races are Vintage cars that you usually only see in picture books sold by Doc Block. Porsche 904, 910, 917, 911. It was one of the best weekends I have ever experienced. It didn't take a lot of planning to commit to this event's attendance. All I did was show up.

In a few months, we will be inundated with hundreds of applications from the four corners of the United States for the 2007 East Coast Holiday. It seems that only a few weeks ago Barb Skirmants proposed a Holiday to the Motor Cities Gruppe board. In fact it was 2005 and time has rushed by faster than we like. We are blessed with a great Holiday committee that seems like it is meeting all the time. Budgets, badges and breakfast are taken for granted by those that are participating in an event. Yet, it is the hard work of the likes of Harry Kurrie, Heath Hurlbert, Dave Hinze, Barb Skirmants, Dave Peterson and many more will

make this event a reality. Set aside the time for the Holiday in your Palm Pilot, Franklin planner or Hallmark Calendar today. The next time you think about it, might be too late; your secretary or co-worker will have signed you up to play Donkey Basketball at the local high school to raise money for the Endan-

gered Condor Awareness Program. Vic Rivera will not prompt you at the last minute to join him in a drive "Up North" with Lucy. I am reminded of my mother's console stereo in Northwest Detroit, playing a warped vinyl LP of crooner Dean Martin singing, "Enjoy yourself, it's later than you think!"

The 2007 East Coast Holiday is set for June 26 - July 1, 2007 in Harbor Springs, Michigan. The website is real visual treat and can be reached by visiting www.eastcoastholiday.com. We will need many volunteers for all the events:

- Concours
- Hill Climb
- Gymkhana
- Swap Meet

Take a look at the Dan Christie event badge. I may order 50 to sell on EBay in order to supplement my meager retirement. Meet your old friends, and make some new ones in one of the most scenic venues that Michigan has to offer. The Gold Coast of Lake Michigan is spectacular any time of year. Driving along in your beloved Porsche 356 with a wind off the lake and sun dappled poplars in your rear view mirror is as good as it gets in the summer. Steal away on Michigan's most beautiful road in the tunnel of trees on the way to Leg's Inn in Cross Village. Raise your glass in a 'Hail to Chief Smolak' Smaczego! Stop by in the Inn's manicured gardens on a bluff over the lake. You'll be going this way in order to get over the Big Mac Bridge and onto Mackinaw Island for some real horsepower. One of the official events is a day trip to Michigan's favorite vacation Island. I know that you have always wanted to drive over the Mackinaw Bridge in your Porsche. Now you have a reason to commit. You could even take the 356 aboard the Emerald Isle to Beaver Island 30 miles in the middle of Lake Michigan and take a cruise to the Whiskey Point lighthouse. I am often amazed at the numbers of folks who have never taken in all that are our Northwest Coast has to offer and the 2007 East Coast Holiday is the perfect excuse. Even if your significant other is not a gear head, the area is full of antique shops, art galleries, garden nurseries and great gourmet restaurants. Ask to see the wine list at the Rowe Inn in Ellsworth and be prepared to be surprised. Special requests are a house specialty. Order Whitefish in Charlevoix and remember that special evening or simply grab a blanket and a picnic dinner and just stare out at the simmering sunset in the sweet sea that nourishes our soul. After all there is more to life than Zymol waxing a 356. All that tuning of the Solexes doesn't do you any good if it doesn't go anywhere. In fact it was Sebastian Gaeta who recently remarked that he hasn't seen my Signal Red 356 C for quite some time. "You had better get it rolling before the big Holiday, Mike..." A trip to Bill Demeter's wrench exorcised the carburetor ghosts that apparently live behind the tar paper in the engine compartment and I am now hitting the off camber curves of Oakland County in a manner that our loyal Editor calls "irresponsible". Remember, Dean Martin was a "car guy", he had Stella Stevens serves him beverages while they cruised in the Baris "Sex Wagon", a 1966 Mercury Station Wagon that served as a nest for the screen legends in the spy movie "The Silencers." You don't want to miss the East Coast Holiday, you want to be the one at Stuart Tool passing around gorgeous photos of your significant other and drawing admiring glances! Enjoy yourself it is later than you think; June 26 will be here in ein augenblink! Take Care.

MICHAEL

On The Cover

Heath Hurlbert glides over the crest of a hill in his Speedster during the Gruppe Fall Festival. Shirley Gobba took this photo "Gottfried" style; that is, she stood up through the sunroof of her husband's car and took the shot behind them. Look for photos and full story of the Fall Festival in the next Auspuff Roar.



The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe are \$20 per year due at the first of each year. Advertising rates per issue are as follows:

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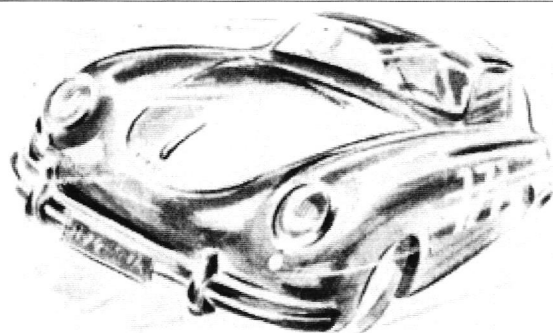
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EDITOR'S LETTER



DICK BEECHER

This is the time of year that there usually are articles in car club newsletters that lament the passage of the "driving" season and have detailed instructions on storing your beloved vehicle. I will repeat my highly technical winter storage instructions Drive into your garage, and do not cover or clean it. This way you will be able to look at your car and have all winter to polish and wax it.

The end of our "season" doesn't have to eliminate all possibilities for enjoying our Porsches. Recently I was involved in a small project that brought together four 356 enthusiasts for a few hours on a Saturday morning. Usually the extent of our technical involvement with our Porsches is watching Neil Goldberg working on some project on Saturday morning as we sit and drink coffee and eat bagels. Neil has a description of this activity that only he can express.

Member Dave Preston became enamored with the Bursch exhaust system on my car when we were at the Bay Harbor event this summer and decided to purchase one for his coupe. I suggested that we get together at my garage to install the system and exercise the many tools in my toolbox that were gathering dust. The system arrived and Dave had it sent out for gold / jet hot plating. We set a time to install the exhaust system and Tom Hudson, Davison local 356 Porsche enthusiast and 911 owner Chris Wedow joined Dave and I to observe and assist. Now, it doesn't take four people to install a Bursch exhaust system however we worked very well together. Dave and Chris installed the new front bumper guards on the rear bumper replacing those with exhaust holes while Tom and I removed the

stock exhaust. Although I had installed exhaust systems in the past on two occasions it took a while to remember that it was necessary to remove the rear engine sheet metal for easy access to the upper flange bolts. We all worked together to do the necessary bending and prying to fit the pipes and flanges. The project went very smoothly and only took a couple of hours with time out for a coffee break with fresh home made apple Strudel prepared by wife. "I'm here to serve" Diane. We had a great time doing the job with a good sense of accomplishment while spending time with fellow enthusiasts without even taking the car out of the garage. Maybe you might have a project you could tackle this winter. Just call some friends and go to work.

Just some comments on exhaust systems. We all have our favorites, the Sport and Abarth types have a mellow sound and the Bursch is often somewhat more aggressive sounding. However all of these non-stock systems have fewer individual components to leak and sometime rattle. We also noted the Bursch is considerably lighter. There are lots of choices for your individual taste.

In this issue Dennis Denyer tells of his first year experience with his first 356. John McConnell reports on their trip to the 2006 West Coast Holiday with photographs of the event. Tom Hudson provided the Watkins Glen photos to go with my article.

We're not trying to rush the season however you will see the notice for our annual 2006 Christmas party. Please mark your calendars for this great event. The party will be held again at The Canterbury Village in Lake Orion. By reports from last year we finally have a venue that pleases everyone. Start now to assemble some items for our annual auction. The auction is the primary fund raiser to support our newsletter. Take time to find some great material for the live and silent auctions. Bring as many items as you can find, we'll sell them all.

See you in the garage and at the Christmas party.

Dick

356 Motor Cities Gruppe **2006 Holiday Party**



Olde World Canterbury Village
2325 Joslyn, Lake Orion

Sunday
December 10th
2:00PM to 7:00PM

Fun people, great food
and
fabulous auction Items

- 10:00am** ***Shops open for browsing & buying***
2:00pm ***Program starts PROMPTLY (bar opens)***
3:00 ***Live Auction***
4:00 ***Dinner Served***

Buffet Dinner

Relish tray, Various Salads

Penne with Meat Sauce

Entrees:

Carved Beef Tenderloin

Chicken Entree

Seafood Entree

Open Bar

\$45/person

(includes dinner and open bar)

Contact Dennis Denyer (248/391-3268) or
Dick Beecher (810/653-6599), beech356@chartermi.net

Please bring items per family for the auction

Deadline for signing up is December 5th

Special Drawing at the Party
FREE Registration Fee
2007 East Coast Holiday
(Must be present to win)

First Year in my 356

Triumph & Trauma by Dennis Denyer

My first year in my 356 wasn't really my first year, with the restoration taking most of the first year, so I'll start with the first year with the car completed.

Driving my 1964 SC Coupe home from Stuart Tool for the first time, as a thoroughly restored Porsche was certainly a thrill. Having observed, assisted, financed and chronicled the restoration, there was no concern, whatsoever, about taking to I-75 for my trip home. All went very well until exiting at Joslyn Road when the heavens opened up in a downpour not seen since Noah's time. This was probably the best time for a drive through the rain, as I would not have to concern myself with this eventuality ever again. I found out that the wipers worked fine, without having to turn them on with a dry windshield.

Meadowbrook and the East Coast Holiday 1998 were less than two weeks away and my goal was to have the car completed in time for both. The gentleman who was charged with selecting the Porsche entries for Meadowbrook (our own Sebastian Gaeta) asked me about displaying my car at Meadowbrook but our concern was that it wouldn't be ready in time. I realize that Neil Goldberg is *driven* (that's a nice way to put it!) but perhaps something beyond our control, or budget, would delay something. And since the folks from Meadowbrook cautioned NOT to invite cars that were under restoration, Sebastian & I agreed that it would be best to invite another SC Coupe. However, something even better was offered. With the help of Richard Hinson, I was invited to display my car in the atrium at the Chrysler Headquarters for a couple of weeks to help promote the Meadowbrook Art Show to be held at there the Friday of Meadowbrook Weekend. That was a thrill! Since my Dad was a Chrysler retiree, we always had a soft spot in our hearts for Chrysler.

On Monday morning, I drove to the Chrysler complex and met a gentleman who helped my wheel the car up three floors in an elevator and along a long corridor to my place in the

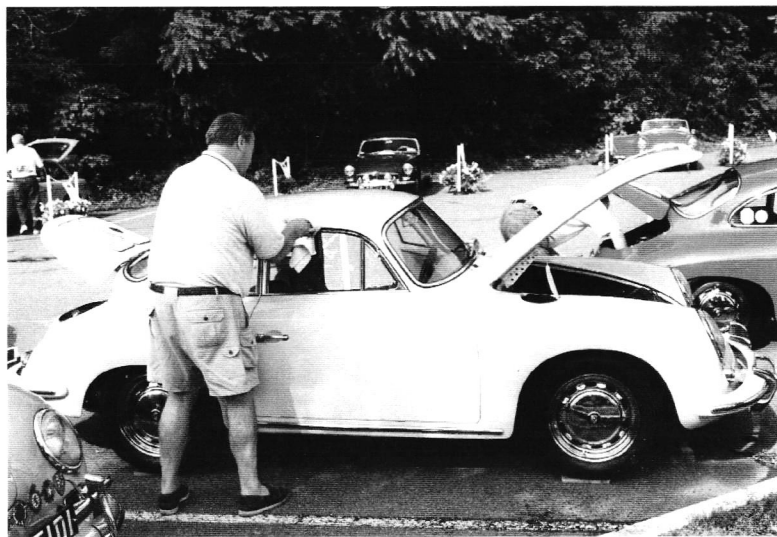
atrium. All in all, there were around twenty cars of all marques displayed, including Heath's lovely America Roadster and Rollin Titsworth's 1969 911S. Also on display were a Duesenberg, a Packard and other high-dollar cars, pretty exclusive company, don't you think?

Sue and I attended the Art Show and had the opportunity to meet Tom Gale, at that time head of Design for Chrysler and a real car buff who also owned a 356 at the time (and still has Neil's A Coupe Outlaw). He said that he had been admiring my car and he especially liked the combination of Champaign Yellow & Tan.



Later in the evening, another Chrysler employee introduced himself and asked if I would consider allowing them to have my car for a day so that they could do a computer scan of the color combination. He was quick to point out that nothing may come of it but they might do a concept car in Champaign. When Sue & I drove the Porsche home after the show, we were really on a high from the favorable comments we heard.

A couple of weeks later, after the ECH festivities, I returned the car to Auburn Hills and they gave me a new Chrysler 300M to drive for the day. When I returned that evening, the car was back down to the main floor, after a visit to the top floor where they have a room with a glass roof where they can see colors in totally natural light. Now I am not sure if there is any connection, but take a good look at the 2005 Chrysler Crossfire Roadster in what Chrysler calls Classic Yellow. It's about as close as one can get to Porsche's Champaign Yellow. Unfortunately, they didn't offer the tan interior trim or I might have been overcome with the urge to buy one, Sue would look good in that yellow roadster, don't you agree?



Just after Labor Day of '98, we drove the SC to Watkins Glen, New York for their Grand Prix Festival weekend. In all, we put in over 1100 trouble-free miles and not so much as a hiccup. In the Festival's Concours, we were the highest placed entry NOT TRAILERED to the event, taking a fourth place, overall. We were very pleased, to say the least.

In all, we've put over 10,000 miles on her and every one of them most enjoyable. She never fails to get admiring looks and favorable comments. In all, the 356 Experience is one that I would recommend whole-heartedly!

DENNIS

To “The Glen”

By Dick Beecher

F

or over fifty years Watkins Glen has been one of the country's primary sports car road racing locations. The early races were held on public roads with a course that ran through the local roads for approximately 6 miles. Many of you may have seen films on Speed Channel of early races. For as many years as the races have been held, this location is usually referred to simply as “The Glen”.

The town of Watkins Glen today, seems as time sort of stood still. Jefferson Street still looks much the same as it appears in the early race films. Even the three car dealerships are still located on Jefferson Street with their big service department doors facing the “main” street. There is a Walmart however it is located well east of downtown. The buildings all still have their brick facades with no signs of national marketers. There is an Irish Pub that has not changed in all the years that I've been going to The Glen.

A number of Motor Cities Gruppe members have been going to The Glen for years. The Denyers, Dunhams,

McLaughlins, Hudsons, Rick Spurlock,

Gobbas and

the Writer have made the nine hour drive to attend the now annual Vintage Fall Festival. Local racers Vic Skirmants, Phil Kubik, Dave Burton, Lane Mally and Don Munoz also attend to compete in the Vintage Sports Car races. Part of the tradition is the Rainbow Cove. The Rainbow is located in the western shore of Seneca Lake. Seneca Lake is one of the Finger Lakes located in central New York. Seneca Lake is over thirty miles long and

about nine miles wide, very picturesque with many Wineries on

the shores. The Rainbow Cove fits well with the character of the Fall Festival. It is not a four star location, but like a comfortable old shoe. The main building with the office and Dining room was probably built in the thirties. Over the years motel rooms were built on both sides of the main building. The Rainbow Cove is always filled to capacity on Festival weekends so you make your reservation for the next year when you check out. The regulars make certain that each year the rooms are utilized to keep in good standing with owner/ host “Jeff”. So, each year the tradition

(Continued on page 8)

“For as many years as the races have been held, this location is usually referred to simply as ‘The Glen’”



(Continued from page 7)

continues with the group having meals in the dining room and many nights enjoying the roaring bonfire built by Jeff on the shore of the lake. Often there are sunny afternoons with wine and cheese while sitting on the dock. The weekend is not all about the cars as the group usually takes many side trips to numerous locations in the area. I can assure you that Lanita Dunham can advise you where there is the best shopping. The Festival is a full weekend of events celebrating the sports car and the racing heritage. The racing

activity starts with practice and qualifying starting on Thursday. Vic and Barbara Skirmants actually arrive on Wednesday to set up their impressive new race transport complete with luxury motor home to carry the five race cars affiliated with the 356 Enterprise group. On Friday the town is generally shut down for all but Festival participants. You can make your reservations well ahead of the weekend to take part in one of the tours that start from one of the local wineries. The tours wind through the great and picturesque roads and end with the advantage of being able to park on Jefferson Street for the day. You also have to apply well in advance to take part in the Concours held in a prime location on the main street. Again, well worth the minimal expense and effort to get a great place to park and talk to many fellow enthusiasts if you have a car that you would like to show.

Around 3 Pm the race cars participating in the original course reenactment roar into town with a police escort. Three blocks are filled two abreast with race cars

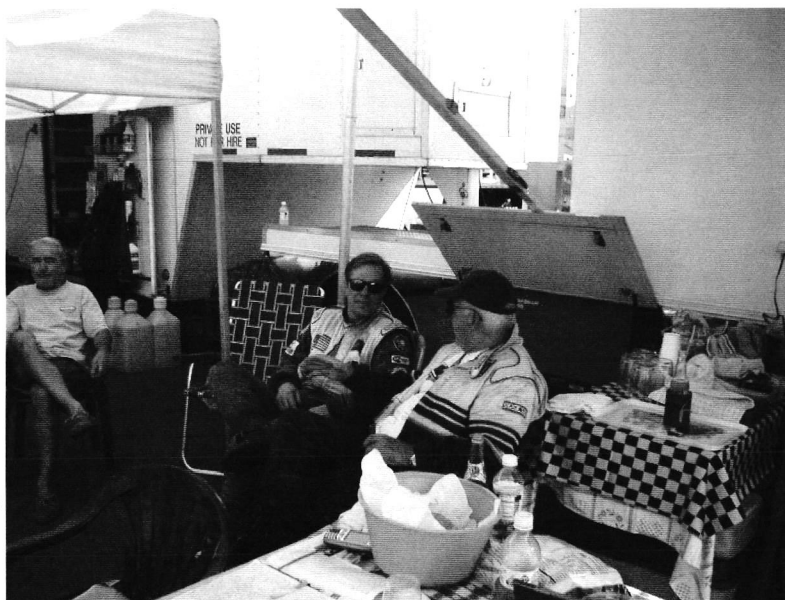


which are parked for review prior to the running of the reenactment. The huge crowd circulates among the cars with an opportunity to talk with the owners. I'm certain many of the exotic car owners are enthralled with stories of past ownership of Cad-Allards which were bought for \$200 and raced in the fifties. After about an hour the announcer says that exciting phrase "Start your Engines". Any red blooded car guy then feels that tingling in the pit of your stomach from that defining roar

when the flag is dropped and the cars start from the middle of Jefferson Street, the site if the original start/finish line to go up the hill past the Seneca Lodge and continue on the original road course You can drive the original course as it is on public roads currently used. Driving the old course makes you have an appreciation for the skill and maybe daring of those early racers who ran with drum brakes across a narrow stone bridge and down a steep hill with a ninety degree turn in front of a brick building protected by some hay bales The cars then turn and roar up Jefferson Street between the main street buildings past the start/finish line. Although this is a reenactment, the cars are allowed to

go at considerable speed which adds to the excitement. After the event the cars are escorted back to the track. To carry on the "tradition" the group usually has Fish and Chips at a family restaurant

right on Jefferson Street. Some have dinner at the historic Seneca Lodge. On Saturday the group either tours the



country side or go out to the Watkins Glen Racetrack south of town. The over four mile track replaced the country road course many years ago and is now a very established racing facility. The Paddock is filled with elaborate race car rigs most owned by amateur racers as their hobby. Where did I go wrong?

This year I had the opportunity to ride to The Glen with Dennis Denyer and Phil Kubik who were good to offer me a ride as a temporary medical situation made me reluctant to drive there by myself. Dennis was going "stag" as Sue's

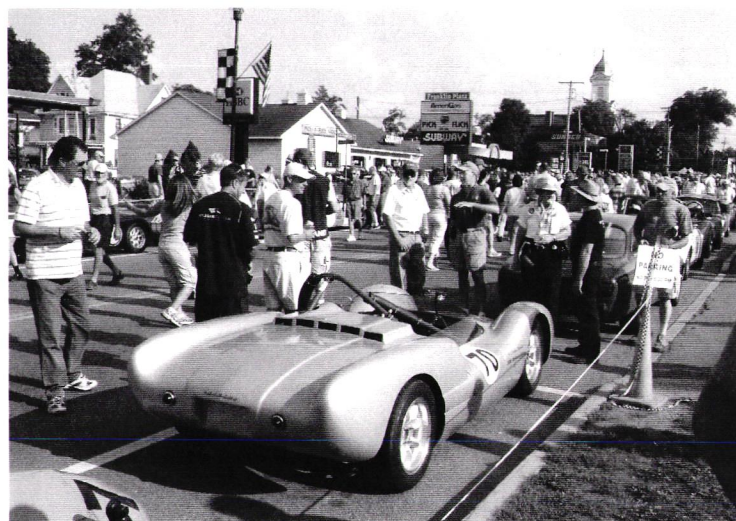
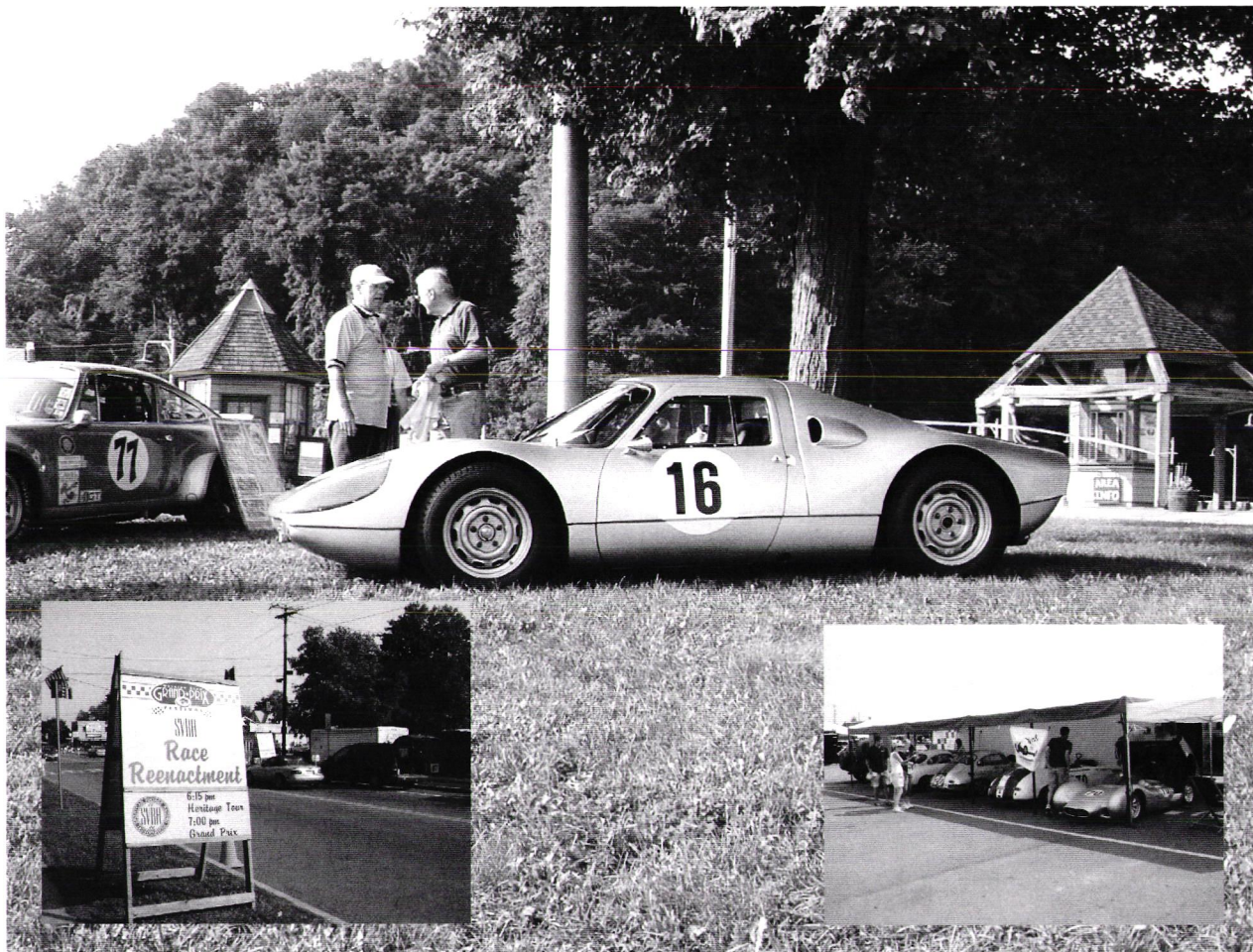
work commitment didn't allow her time to attend this year. Phil provided the transportation, what a great ride for me.. Super driver Dennis piloted all the way and I rode in luxury in the spacious back seat of a Jaguar Vanden Plas. The only requirement was that I provide snappy patter for entertainment. This year we spent additional time at the track as Phil needed to arrive early for practice and qualifying sessions. This added time provided the opportunity to carry on some official duties in the 356 Enterprise Organization as Director of Fuel Procurement for Dennis and Director of Race Car Appearance Maintenance for the writer. We had a great time being part of the action. We drove to various locations around the track to watch the races. As always, Barbara runs the entire operation with great efficiency timing and recording as well as preparing great meals and after race refreshments. Also assisting were Diane Burton, Marilyn Mally and friends from England Anita and Bill.

Also at the track were Lucy and Vic Rivera and guests with their car trailer set up at a great vantage point in the Paddock. Gruppe President Michael Heilmann joined the gang at the track and in town for the weekend festivities.

It was back to the track on Sunday morning to watch the one hour enduro. All of the local racers did well over the weekend with Vic taking a first place in the final Sunday race.

Sunday had us heading home in the afternoon with Super Driver Dennis at the wheel with great memories of a great weekend at The Glen.

DICK



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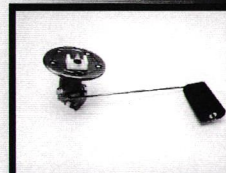
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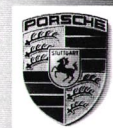
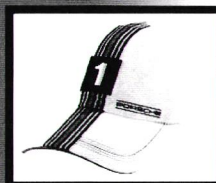
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For Sale: 1971 Porsche 911T Has metal flared Turbo look fenders. RS type Duck tail spoiler. Engine runs well but needs overhaul. Body OK from distance but needs work. Interior fair. Good project car. \$6000.00 Bud Wenning 810-765-5728

The Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College

In memory of Gottfried, the Motor Cities Gruppe has donated \$1,000 to the Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College (Gottfried's parents).

If you desire to personally contribute, make out your check to "Albion College", noting the above Scholarship Fund and send to Gottfried's sister, Mrs. Inge Baumgartner, 411 Darrow Street, Albion, Michigan 49224.

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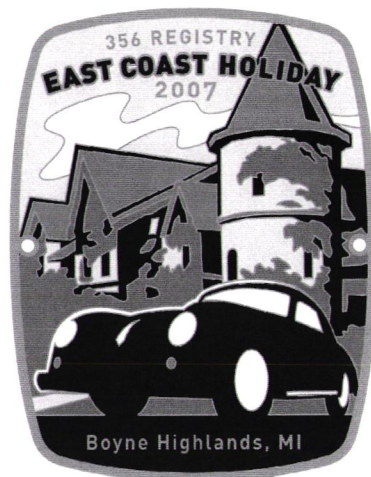
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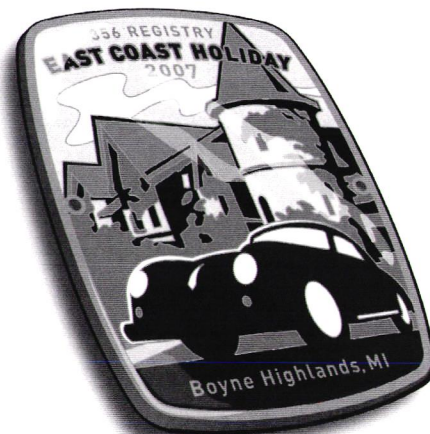
MOTOR CITIES GRUPPE 2006 CALENDAR

November	11th	356MCG Bd Mtg
December	9	356MCG Bd Mtg - Logans
	10th	356 Christmas Party @ Canterbury Village Note Date Change!



June 26 –July 1 *2007*

East Coast Holiday
Boyne Highlands,
Harbor Springs,
Michigan





If you love roller coasters and driving 356's, you would have loved the West Coast Holiday, 2006. Organized by the Rocky Mountain 356 Porsche Club, the event featured seven days of heart-stopping drives, fun events, and delicious food. As with each of their previous Holidays, the events were very well planned and led by the core group of Miles and Karen Christensen, Gary and Sharon Moschetti, Rich and Paulette Haggan, Ron and Marcia Maeda, and Phil Carney. They are to be congratulated for hosting a terrific event. On Monday, September 4th, Carole and I met Event Chair Miles Christensen and his wife, Karen, on I-70 at the Buffalo Overlook, a beautiful vista that begins a

flatlander's magic trip into the Rockies. Up through the Eisenhower Tunnel (10,000 ft), down through the Summit County ski area, and then up again over Vail Pass (10,666 ft), we pulled into the Snowmass ski area without so much as a hiccup from the old Greyghost.

The next day started with a drive up the Crystal River canyon to the top of McClure Pass (8755 ft) for a photo op of 356s in the high country. Half way back down, we stopped at the Redstone Inn for lunch. Built at the turn of the century (the one before last) by the fifth richest man in America, John C. Osgood, to house his bachelor miners (the castle up the hill was for he and his succession of wives), the Inn was converted in 1925 as a resort hotel.

Wednesday, it was time to shine those 356s for the Concours. In addition to the normal People's Choice display,

Seven Days: 81,962 Feet of Passes

By John McConnell



a white-glove, it-better-be-original-and-really-clean

judging was held. Three beautiful cars entered (which tells you that 356's would rather drive than polish), and after careful appraisal, the judging team led by PCA Parade Concour winner, Tom Scott, awarded 1st place to the beautiful, black Speedster of Mel Shapiro. Time to fire'em up.

Thursday was the day to see if those main jets I carefully changed back in Michigan were really correct. Blasting out of Aspen at mid-morning, four of us had a clear run all the way to the top of Independence Pass (12,095 ft). About halfway, Carole said in a reasonably calm voice, "Remember, John, on my side it's a long way down."

Down off Independence we flew, up over Fremont Pass (11318 ft), and back down into the Summit County bowl. Following the Blue River north, we crossed the Colorado

River and found ourselves in Kremmling City Park for a real up-country bar-b-que. I believe much of the townsfolk turned out to welcome us including one little five year old, who was delighted to finally find a Porsche with numbers on it. It's good to get these kids excited young! Leaving Kremmling, bound for Steamboat Springs along the Muddy River, we

drove past one of Colorado's most beautiful reservoirs. On the top of Rabbit Ears Pass (9426 ft), doing about 75

mph, we were passed by a red Speedster going so quickly I couldn't read his plate. (Not that I was going to turn him in, of course.)

Pulling back the curtain at the Sheraton the next morning, we were met by the first rain of the Holiday. Well, really just a drizzle. Certainly not enough moisture to stop the Funkhana. Have you ever driven your 356 blindfolded? And backed it into a cone lined garage? Tried to drive

around a cone while your navigator tries to keep the rope attached to the cone from hitting the ground or pulling over the pylon? Luckily the blindfold was off by this time. Next through the slalom forward, jump out, run around the car (both of you), back in the car, reverse through the slalom, once again forward through the pylons to the finish line.

(Ok, you're going to find out anyway. My friend, Helen Huitt, and I had the slowest time. And Carole and I weren't much better. They said it was definitely the driver.)

Each day throughout the event there were tech sessions on items of great importance to the faithful. Zenith float levels, generator bearings, regulator adjustment, hardware plating, 356 electrics, carb balancing,

and steering wheel adjustment captured the attention of those who like grease under their fingernails. For the

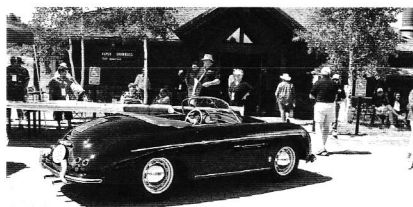




more refined set, there was a shopping trip to Aspen followed by Sushi dinner and a ladies tea at the Sheraton. There was even time on Friday

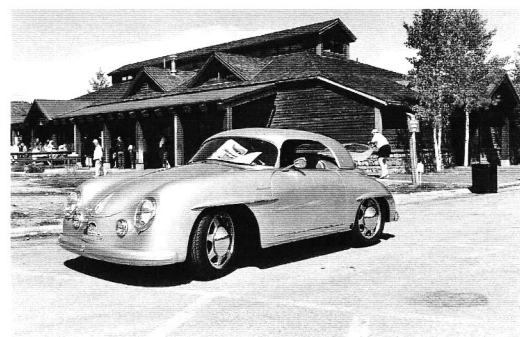
for the usual Colorado fun and games, golf, river tubing, fishing, horse back riding or four wheel drive tours.

Cars cleaned once again, on Saturday we drove downtown to surround the Courthouse with 356's. Well advertised in "Steamboat Today," many tourists and townspeople came out to see the show, remembering when they or their neighbor had a Porsche "just like that." That night we rode the gondola up Mt. Werner for the Awards Dinner. As night fell, the view overlooking Steamboat Springs was magnificent. My reward was sitting between Jean and Scotty Knox, who in 1952 bought their first 356 off the first car hauler bringing



Porsches to Denver. After dinner, I invited everyone to Boyne Highlands for ECH 2007.

If you've been adding the pass



heights as this story progressed, you know I'm about 20,000 feet short. Ah, but we still had to get back to Denver. Our Sunday drive took us back over Rabbit Ears (9426), along the Michigan River!!, over Cameron Pass (10276 ft), down through the canyon of the Cache La Poudre river into Fort Collins. 81,962 feet of passes in a week. Not too bad for a forty-three year old car.

The WCH 2006 was a wonderful event, and now Carole and I are even more excited about hosting everyone here in Michigan in 2007. Let's all get ready for more fun at our East Coast Holiday in 2007.

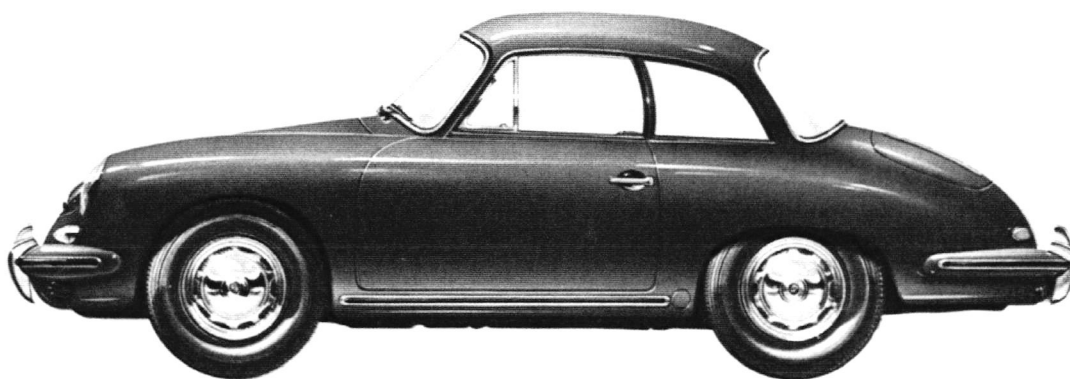


Karmann Hardtop Info Needed

I have volunteered to write an article about the Karmann Hardtop (notchback) for the Registry magazine. Although I have some ideas and references, I need your help to:

1. Recommend any books, articles, etc. for reference about the KH. I would specifically like to know if anyone has any insight as to the thinking behind the creation of the KH, other than the obvious reason that Porsche thought that it could sell the cars and make money.
2. Offer any insight or references for Hardtop to Cab conversions. Has anyone out there done it and has a story to tell? If so, please let me know the details.
3. Gather information on the surviving cars. If you have a KH or know some one who does, please send me the following info:
a. Owner's name. b. Contact info. c. Location of car. d. Year of car - 61 (T5) or 62 (T6) e. SN of car. f. Type of engine. g. SN of engine. h. Condition of car - rust bucket, restoration in progress, driver, nice driver, show car. i. Sunroof? j. Color of interior and exterior. k. Special accessories. l. Photos if possible. m. A one or two sentence statement about why the owner chose the KH. n. A one or two sentence statement about what the owner likes or dislikes about the KH (quirks of the car). Thanks for your help. Please bear with the spam blocker.

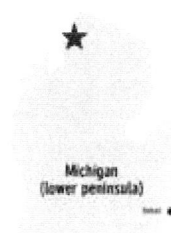
Mark Roth 281-277-9595 mroth356@earthlink.net



2007 East Coast Holiday ***REMEMBER THE FIRST YEAR IN YOUR FIRST PORSCHE!!***

June 26 - July 1, 2007
Harbor Springs, Michigan

- Five fun-filled days of reliving those first Porsche years.
- Visit historic Mackinac Island, where only horses provide the horsepower, and the Leelanau Wine Peninsula where wineries, quaint villages and sand dunes abound.
- Wonderful and scenic driving roads,
- Run in the Hill Climb — re-live the days when 356s dominated sports car competition.
- Grab your navigator for a Gymkhana fun run



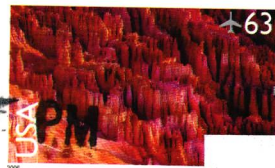
All registrants will reside at the exclusive Boyne Highlands resort hotel, with secured parking in a picturesque valley setting, with benches located round the perimeter. And unbelievable driving roads for all. Boyne Highlands is 15 minutes from fine dining and boutique shopping with a free, dedicated shuttle to/from Harbor Springs & Petoskey. The concours will be held on an expansive lawn of the Lodge. Special 356 Holiday lodging rates for those arriving early or departing later. There are gorgeous sunsets from the sandy beaches of Lake Michigan.



*Find out more in your current issue
of the 356 Registry magazine or at
www.EastCoastHoliday.com*

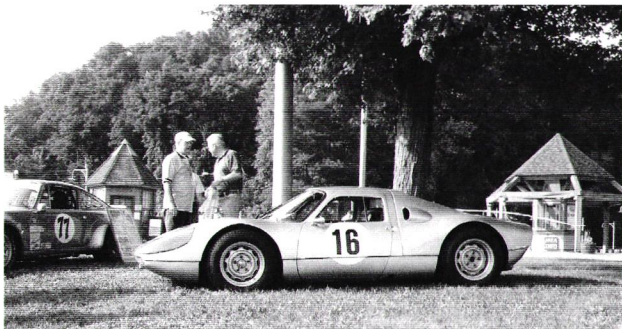
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