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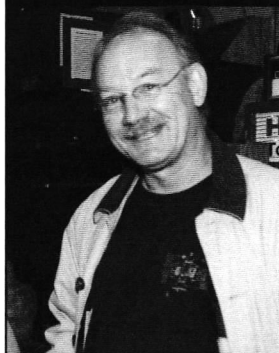


Auspuff Roar

Year End 2006

PRESIDENT'S LETTER

Michael Heilmann



My brother is an occasional antique dealer. There is a rule of value in the vintage and collectible world called the twenty-nine and a half year rule. Something just doesn't become collectible until at least twenty-nine and a half years go by. This explains the stratospheric rise in value of Seventies Muscle Cars that simply astound me.

A Mercedes SSK is an object d'art, but is a 1974 Dart really "worth" six figures?

It looks like an industrial appliance, not an object to covet and put in your investment portfolio. The Dodge is however at least twenty-nine and a half years old.

I recently had an opportunity to drive in the Fall Tour of the "other" Porsche Club. (You know the one that uses water in a hose to go from the radiator to the cylinder cooling type cars.) As I pull into the parking lot, I notice a lot of the guys standing around were eyeing the Signal Red 356 C. A young man asks if he can take a photograph and asks, "What year is this thing anyway?" We start talking and then his Dad tells

him that "this, son, is THE car that started it ALL". Another Driver ambles over and tells me about a painting

he did of a red Porsche 356 and sold in the late eighties. "That was quite some car". I tried to condense the entire history of Porsche 356 in a two-minute sound bite to the interested but unknowing new fans. The spirited driving that afternoon was great fun and yes folks with GPS navigation can get lost, as the fre-

quent U turns proved to the chain of followers. "Hey Mike that little car can go!" The afternoon break found a few more appreciating fans of our favorite form. I like all Porsches; even the ugly ones. Chairman Vic once told me "if God wanted the 914 to be a Porsche, he would have given it some curves."

The 356 presents a unique shape. The seamless line integrates the hood, the fenders, and the roof into a flowing unified form. Car designers talk about the "three box" car or the two-box car. Is there a greater polar opposite of that thought than a Porsche 356? It has a timeless design that transcends the latest thing from Detroit or Munich. Is the Bangle Box on the 750i going to be any more timeless than the Art and Science CTS? I doubt it. Cadillac is already abandoning the razor edge in the "new" CTS. At some point a design becomes as useless as a watch fob or a vested suit.

There is seemingly little interest in a Ford Model A in the gear head population. The folks who longed for a Model A in high school are gone. The price of a perfect black Model A has plunged far below the cost of restoration. No one seems to be poking through the rusty taillight stands at the Belleville Swap meet looking for them. The Model A seems to have become irrelevant. I am interested in all types of cars, yet whether it was the Model T or the Model A, they always made me yawn. The 356 are way past twenty-nine and half years of age. The fifty year anniversary of the marque was celebrated at the last 356 Registry East Coast Holiday in 1998. My experience at the SEM tour proved the relevance of the 356 in the modern era. It is not just the form, but also the engineering, the advanced thinking and the sheer practicality of the entire package that transcends time.

We will celebrate all things 356 at the 2007 East Coast Holiday at Boyne Highlands this coming summer. A tradition that started a little more than twenty-nine and half years ago by Holiday Hosts Bob and Ginny Gummow in Rockford Illinois will continue with our Motor Cities Gruppe Holiday Committee's final product. The days will fly by this winter and we will soon be traveling south on 31 past the glistening bay waters over the open passenger window. The sun will glint off the right fender and bystanders will point. There goes Diane And Dave's Roadster. The Porsche 356 will Wow the locals. It is going to be great time. Registration will begin in the coming weeks and we will still need you to man turn 3 at the

Gymkhana or you to marshal the traffic into the hill climb. You need to do three things in the next few days. Mark the date in your calendar, volunteer for a job and thank the Committee for all of the months and months of planning that they have devoted to the Holiday. Their collective efforts express the uniqueness of the design of the 356 in a devotion to the task. I want to thank them here and I hope that you will too. Have a safe and Healthy 2007.

**"What year is
this thing
anyway?"
We start
talking and
then his Dad
tells him that
"this, son, is
THE car that
started it
ALL".**

On The Cover

A scene of a European ski town filled with people's everyday transportation, including several 356's, of course. Hard to imagine driving our babies in the snow, but back then this was all they had. It's a wonder that so many survive today, and I don't necessarily mean from rust, but also the rear-end collisions from the ice and snow!



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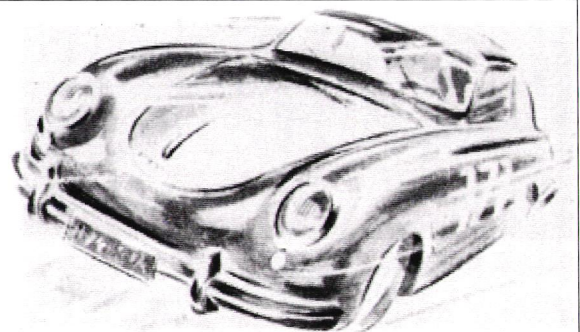
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EDITOR'S LETTER



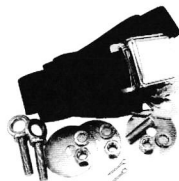
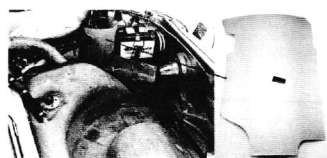
DICK BEECHER

The halls are decked and we are getting ready to wrap up another year. As far as decking the halls, at our house it involves bringing about twenty boxes down from the attic and stacking them in the garage to start the three day process. It looks great when it is done but is a big job. It will all come down right after Christmas and be stored until next year. We are looking forward to the annual Christmas party and hoping for a great

turnout. At this writing we are concerned that we have not heard from enough members to make our attendance commitment however it seems that this usually happens and there are enough last minute responders to meet our commitment. This however does cause some concern for those who make the reservation and plan the party. We are also hoping for everyone to bring some great items for the annual auction. As we have mentioned the results of the auctions funds this newsletter. In the spirit of the season I have again decided to forgo my salary as Editor of this publication. Our publisher Sebastian as also agreed to do this as well.

As we look forward to the coming year it is apparent that it will be a very busy six months leading up to the East Coast Holiday. Event chairman David Peterson has provided an Organization chart listing the events with the person that will head up the activity. We need your commitment to be a worker to help put on a successful Holiday. Contact any activity chairman to volunteer for a specific event or call Lanita Dunham to be available for any other activity. We have not provided a Calendar for the coming year in this issue as we anticipate some special planning activities throughout the first six months in preparation for the Holiday. Thanks to all that submitted articles and pictures over the past year. We appreciate any and all material for the Auspuff. Best wishes to all for a happy new year.

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Featured Parts and Boutique Items

February is Sale Month - take 10% off your order

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Pictograph Set -911
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PORSCHE

2006 Gruppe Fall Festival



We've been on them before, but I believe that everyone still likes to drive them after all of these years. Most of our membership lives in the northern suburbs of Detroit and normally drive their 356's on a north-south/east-west grid of surface streets with very few twisties. Bill and I are lucky enough to live where the nice meandering back roads are just minutes away. Even with his busy schedule, it doesn't take much to peel Bill away from his family to go on one of our many drives on these roads.

This years Fall tour was hosted by myself and Bill Rohrer. Rather than doing an overnight tour up north or on the west coast of Michigan, we decided to do a one day "Fall Festival". We started out at a metro park on the banks of the Huron River just outside of Ann Arbor. It was a bit chilly but the coffee and donuts kept us warm. The cars were lined up for us all to see, and it was a great time to catch up with old friends. We'll know next time to buy more doughnuts and less coffee!

From there we moved on to the Dexter Pub for lunch. Whenever we stop here as a group they are kind enough to give us the entire upstairs seating area so we can all sit together. We did get this very arrangement, however there were some problems getting the food out on time. In the past they have done a buffet lunch for us which solves this problem, but that is quite difficult as our members tend to not RSVP for events, and buffets need to be set up way before hand with a fairly accurate count of attendees.

After lunch we took a great tour of our trusty Washtenaw county back roads.

The color was just starting to turn and it was a beautiful sunny day for this event. But with tremendously busy schedules, not everyone could stay for the entire event. Thus, we lost people at every stop. We started out with about 25 people in the morning but by the time we were on the drive we had lost half. Those that were able to stay had a great time





At about two thirds through the drive we stopped at the Waterloo Farm Museum which was holding their annual open house. It is a great place to visit even when no event is being held and that day was their biggest event of the year. The museum consists of the original farmhouse and barns and several out buildings that have been moved there over the years. They include a black smith shop, root cellar, sheep pens, log cabins and period homes. Each building had volunteers there working as they would have 150 years ago.

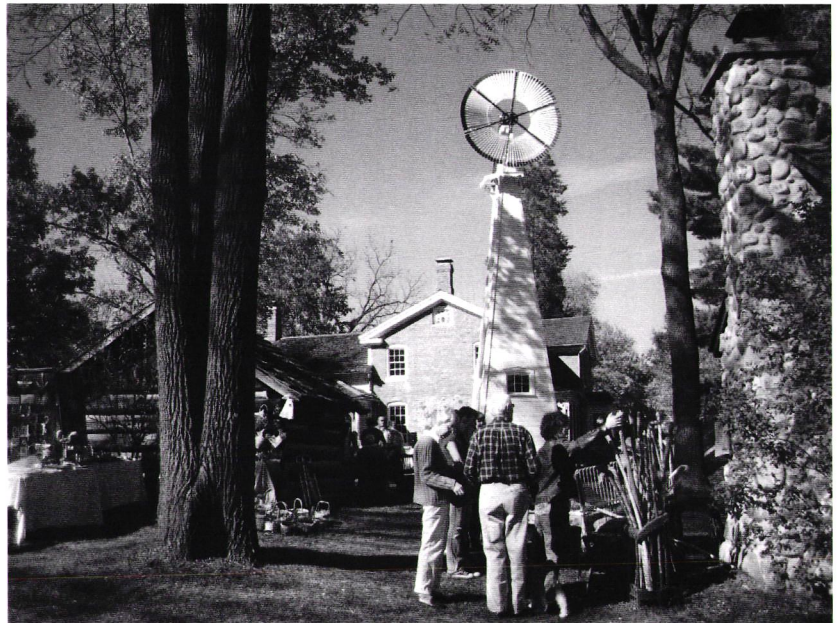
When we left the farm museum we were down to about 8 people. We finished the tour by stopping at Yesterdays Collection and then having dinner at Metzger's. Not knowing how many people we would have I made no reservations, but figured that we could get in somehow. When we got arrived we saw several people waiting for a table. When the host was informed that we needed a table for eight, he sat us right away at a large table that just became available. The Porsche gods had smiled upon us.

It was a terrific day that ended well as we had a great German dinner. I suppose this one day event could be our fall back in case no overnight fall tour is planned in a given year. The roads are there, the restaurants are there and the people are willing; just let me know and we'll do it again!





Scenes from the Waterloo Farm Museum's "Pioneer Days"



This year found me racing a whole lot more than the previous couple of years. After three years of *hurricanus interruptus*, I had decided to race as often as I possibly could so that if the forecasts by the weather gurus proved out, I wouldn't miss the bulk of the racing season. With the blessing of my loving wife Diane (who seems to be getting pretty darn comfortable with my frequent travel and the resulting peace and quiet around the house), and facilitated by the expanded arrive & drive services afforded by 356 Enterprises' new toterhome and trailer combo, I laid out an ambitious racing schedule. You've previously read about the season opener in March at Sebring. Next up was the HSR Walter Mitty at Road Atlanta in April, followed by another HSR race at Watkins Glen in June, our very own SEM/PCA club race at GingerMan over the Independence Day Holiday, the always spectacular BRIC at Road America two weeks later, followed by the newly rescheduled Mid Ohio SVRA race in August and a return to Watkins Glen in September for the fabulous Zippo Grand Prix festival. I scheduled all this knowing that it all could fly out the window at any time that the wind blew. Who knew? Now it's late October and the Atlantic and Caribbean are quiet (and the earthquake in Hawaii was relatively minor) so I actually got to participate in all those races. As I write this, I'm flying back down to New Orleans to continue work on remainders of Katrina's wrath and I'm scheduled to race yet one more time, back at Sebring the first weekend of December at the HSR finale. Herewith, standout reminiscences from the '06 season so far:

The HSR Sebring Endurance Challenge in March (previously reported) and my "spin & win" in the night enduro—a theme that would reappear later in the season;

The Classic Motorsports Walter Mitty Challenge and my desire to improve on last year's performance (all fourth place finishes); Phil was indeed ready to race following his

Reflections on the 2006 Vintage Racing Season

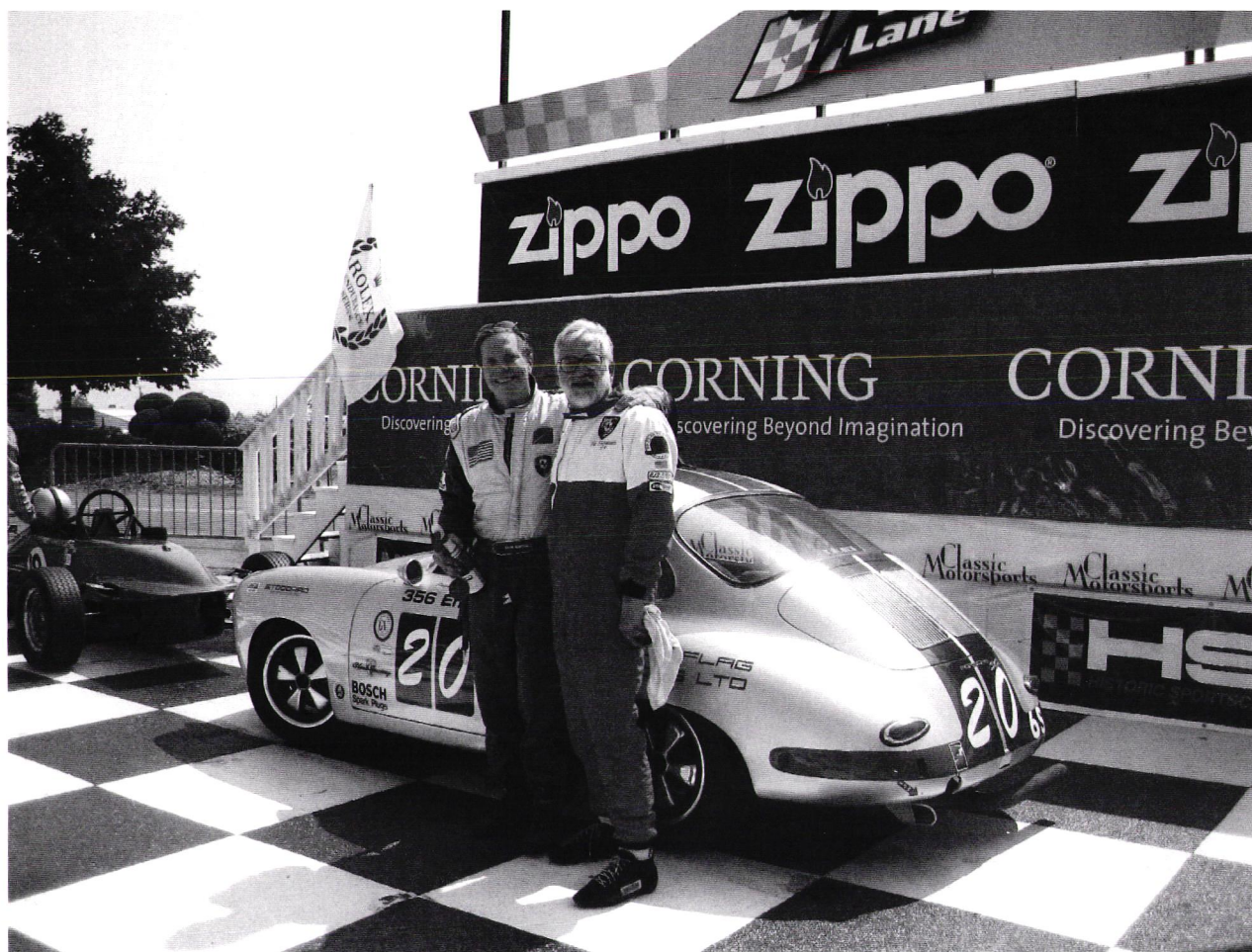
By Dave Burton

remarkable recovery from major leg surgery (remember, he missed Sebring, but not by much). While we were practicing, I was having a hard time handling Johnny Schrecker, always a formidable competitor. Well, it so happened that while I was doing brake pad replacements on Phil's and my cars, I managed to swap # 139's right-front 185-65R15 and my right-rear 205-60R15 Hoosier Speedster race tires (don't ask) and we ran about three sessions before Vic spotted the error. Once I got the space-saver spare off my right-rear, the car and I settled down and walked away from Schreck. Johnny got me back though. During the enduro, # 20 started ahead of #777 and was never passed by him but wound up one lap down at the checker due to a combination of scoring errors in the pitstops (but we both know where we finished). And yes, my finishing positions improved over last year's.

The Watkins Glen Historic Races, an event I had never attended before but held at my favorite track and the first of two pilgrimages planned; I passed Skirmants going into the "Bus Stop" and outran a Lotus 7 to finish first in class and second overall (behind a Formula Ford?!). OK, so Skirmants was a little down on power after his engine ingested the # 3 throttle butterfly—but a win's a win.

The Roar on the Shore at GingerMan on the West coast of Michigan; This is an event that Phil and I enjoy as it's the





SEM and Motor Cities members and had a great weekend capped off for me by the awarding of the "Best Engineered Car" to my XK 120 Roadster. Dick and Shirley Gobba's Black Speedster was awarded "Best Sports Car," so our gang made out very well.

The BRIC (Brian Redman International Challenge) was renamed this year as the "Kohler International Challenge with Brian Red-

only time we get to run with (and embarrass) non-vintage cars. We talked Vic and Barb into joining us this year and Vic was able to put the Dolphin on the track for the first time in the ten years he's owned it. He also got to race and sort out the new rent-a-racer 356 Coupe that they bought from John Mayer. It was neat seeing the Dolphin run and it was neat beating Vic in the Black Coupe (he left his Roadster home) but the most memorable moment was my reprise of the "spin & win" in the feature race. With light rain beginning on the grid, the start following the pace lap was sheer pandemonium. I started ninth but tiptoed through the spinning pack to second place by the exit of turn one—only to lose it in turn two and spin off the track (Lord--was the car filthy!). Working my way back through the field and back to ninth (and first in class) by the checker took all I had. What a ball!

The weekend between Watkins Glen and GingerMan, I was scheduled to go to Chicago with Diane to see the King Tut exhibit for my birthday. Meanwhile, I had received invitations to display her 356 Roadster and my Jaguar XK 120 at Bay Harbor on the same weekend. Well, seeing as it was my birthday and I was pretty sure that King Tut would still be dead next year, I decided to pass on Chicago and get both cars to northern Michigan for the concours. Diane ended up taking her sister to Tut (and I took her husband to Bay Harbor—a win-win if I ever saw one). We joined a gang of

man" but will likely always be known simply as the "brick;" Schrecker came up to Road America this year for a change and proved very hard to handle. I ended up chasing him most of the weekend (while he chased Vic) and was trailing him late in the Sunday Feature when I lost final drive exiting turn fourteen. I coasted up the pit road and watched the end of the race (meanwhile Johnny had managed to *roll* his coupe in Canada Corner) and found out later from Vic that I had broken an axle. Earlier in the weekend, I had entered both Diane's 356 and my XK 120 Roadsters in the Sportscar Concours in downtown Elkhart Lake. (Vic and Barb had hauled the Jag over with the racecars while Phil and I had driven the Porsche from home.) With the hundreds of vintage sportscars parked on the streets surrounding Siebkens entered in the concours, I had returned to the cars to lock up my camera gear before dinner only to find Peter Egan of Road & Track trying to decide which of my roadsters should win the Magazine's award for best sportscar. Sunday morning found me accepting the award for the car Peter Egan would most like to take home. (Diane is very proud). Egan said the deciding factor was that the 356 had been driven to the event.

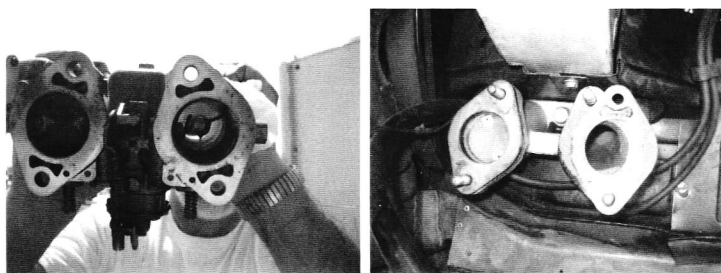
The Mid Ohio Vintage Grand Prix; After missing the VSCDA Au Grattan for the third year in a row, it was fun racing with Rick Gurolnick (Dr. Dread) again. Schrecker

(Continued on page 10)

(Continued from page 9)

and Tim Baker made the drive up from down South so we had most of the gang together. I lost final drive again in the Esses while hounding Skirmants early in the Qualifying Race (this time, the limited-slip differential failed). As we didn't have a spare transaxle, Vic allowed me to start the enduro in his # 70 Roadster and I finished in Phil's # 139 Coupe—I finished first *and* fifth in the same race!

The Zippo U. S. Vintage Grand Prix and the spectacular vintage festival at Watkins Glen; Diane and I rented a motorhome for the weekend for the first time and enjoyed the accommodations and camaraderie (and the lack of commuting to and from the track). During the Qualifying Race, I stayed close enough to Vic on the start and through turns one and two that I drafted him up through the Esses and passed him going into the Bus Stop (no, his engine was perfectly healthy). I led for one lap before he returned the favor. In the Feature, we finished so far in front of the rest of the field



that Victory Lane thought they missed a car, as there were only the two of us in the circle. I told them to wait, the rest would be along....eventually.



So far, it's been one heck of a year. I've enjoyed several wins, a lot of podiums and a great group of friends all in the pursuit of good times at the best venues. And now I get to look forward to the Sebring Historic Fall Classic just after Thanksgiving. Phil and I will share my # 20 Coupe for a full slate of practice, qualifying, sprint and endurance races (even another night race) culminating in the Four Hours of Sebring. All in all, about nine hours of track time over the course of the weekend. And now, we have a spare transaxle to go with our spare engine to guard against catastrophe. Hopefully, Mother Nature won't send one of hers. Later, Y'all!

Classifieds

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

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

FOR SALE: 1986 Porsche 911 WPA0B0917GS122492 Gran Prix White/ Blue full leather. Power seats, windows, locks, sunroof. Automatic heat, Monterey AM/FM Cassette. Cruise control, full console, Nardi steering wheel and shift knob. A/C, lowered, white 16"x 7" and 16" x 8" white forged wheels. Sport shocks, short shift kit and SSI's. "Ruf" front air dam, European headlights. Fully maintained in excellent condition, 2nd owner since 1991.

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

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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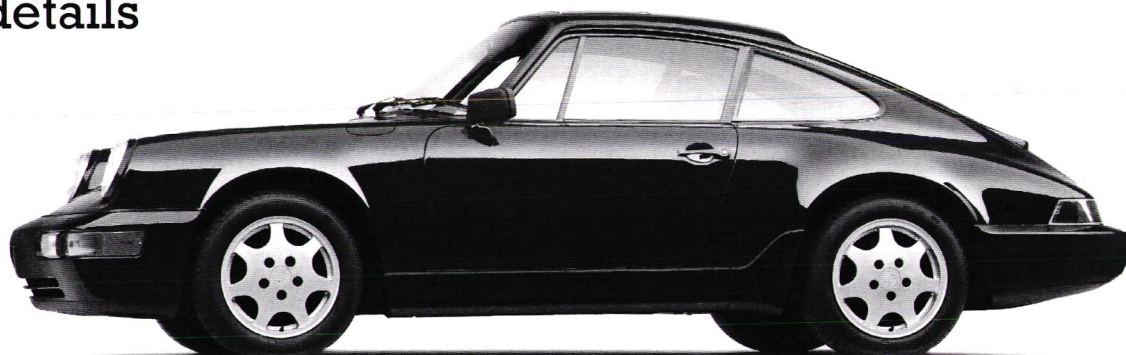
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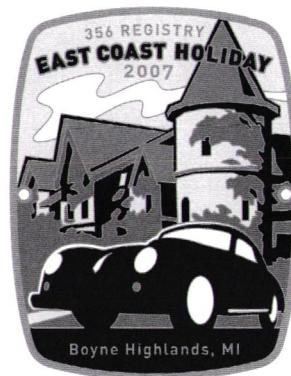
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MOTOR CITIES GRUPPE 2006 CALENDAR

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



Remember the first year in your first Porsche!

Web site Mag ads Sponsors starting to sign on Specific activity chairs

The 2007ECH Planning Team has made terrific progress in the past few months!

First of all, the face of the 2007 East Coast Holiday is now seen by all – with a two page ad in the 356 Registry magazine, and of course, our web site. We have been fortunate to have Gordon Maltby available to design the magazine ad for us, and Barry Brisco, a principal in a web design company in California and a 356 owner, on hand to develop and maintain our web site. If you saw the magazine ads or web sites for either of the 2006 Holidays, you will begin to understand why we are so proud of our two advertising vehicles.

And when you take the professional quality of our advertising and couple it with the extraordinary content of the five day Holiday events, you can start to understand the enthusiastic interest in journeying to Harbor Springs next June.

As I write this on the last day in November – with registration officially starting the next day, December 1st, we find that:

- 32 Registrations (10% of our total expectations) have been entered in the data base
- 20 people have signed up for the Hill Climb
- 14 couples have signed up for the Gymkhana
- Registrations to date have people coming from 14 different states and 2 countries other than the United States
- Looks like we already know who the greatest distance couple will be: driving their 1962 Oslo Blue coupe from Anchorage, Alaska
- We have had one registration delivered by FedEx, and 2 by guaranteed 2-day delivery.
- Of the 32 registrations, 29 are driving, 2 are trailering and one is coming without their 356.

Think what it will be like when Registration OFFICIALLY opens.

Everyone wants to know who designed our fabulous logos for the event. I received a call from a gentleman in Chicago who had a couple of questions on the Holiday before sending in his registration. He mentioned how great the logos were, and that they evoked a feeling and flavor of 1960's Bavaria. "Wonderful", I replied. "That's exactly what we wanted to project to all who might be thinking about attending the Holiday!" The gentleman then followed through with the fact that he was a graphic artist, and prides himself on his ability to recognize a quality graphic design. When one graphic artist complements another graphic artist, you know the product is great!! In case you are not sure

who we are talking about, go to the Hill Climb page of our web site. That's our special graphic artist working hard to get the excitement and flavor of the Hill Climb to inspire him for that event logo.

One of the reasons for the early and hurried response to submit registrations is the enthusiasm for the two driving events. As you can see by the above numbers, two-thirds of these registrants are signed up for the Hill Climb, and two-fifths for the Gymkhana. I received countless phone calls and e-mails inquiring as to how they could be first in line for these events.

And the other dominant reason for the rapid influx of registrations was the early and complete selection of lodging options. Obviously, the better rooms are being snapped up now – so it behooves you to get your registration materials to me soon.

We currently have five sponsors signed on for the Holiday. How many can you name without going to the Sponsors page on the web site?

And now for some of the really important stuff!! Staffing for the five days of the Holiday. As you can see from the Organization and Staffing Chart displayed elsewhere in this issue, we have the leadership positions filled for all of the key areas of responsibility. The true success of the 2007 East Coast Holiday will not be measured by magazine ads, the slick web site, the ambience of the Boyne Highlands resort or the natural beauty of northern Michigan. Success is charted by the dedicated volunteers and workers who will make each of the events a winner and extol the 356 Motor Cities Gruppe hospitality outside the Hospitality Suite. And that is where you come in!

Lanita Dunham is the manpower coordinator for the entire Holiday and has been busy building spreadsheets for each day we'll be hosting our guests from around the country and around the world. Please take the time to look over the organization chart and find areas where you could contribute some direct effort to the Holiday. In most cases we are only looking for two or three hours. So instead of asking folks to devote a large contiguous chunk of time, we're requesting two or three smaller time blocks necessary to make this the best 356 Holiday ever. And remember, if you don't call Lanita, she will certainly call you.

Talk to you again in the next issue and see you at Neil's,

Dave Peterson

Have you checked out the 356 Motor Cities Website lately? Webmaster Tom Hudson reports the following statistics for the period from June 2006 to December 1 2006.

Total website visitors. 1740
Unique website visitors 1345
Average visitor per day 10

How visitors come to www.356mcg.com

- Search engine Google
- 356 registry.org
- convertibledregistry.com
- speedsters.com

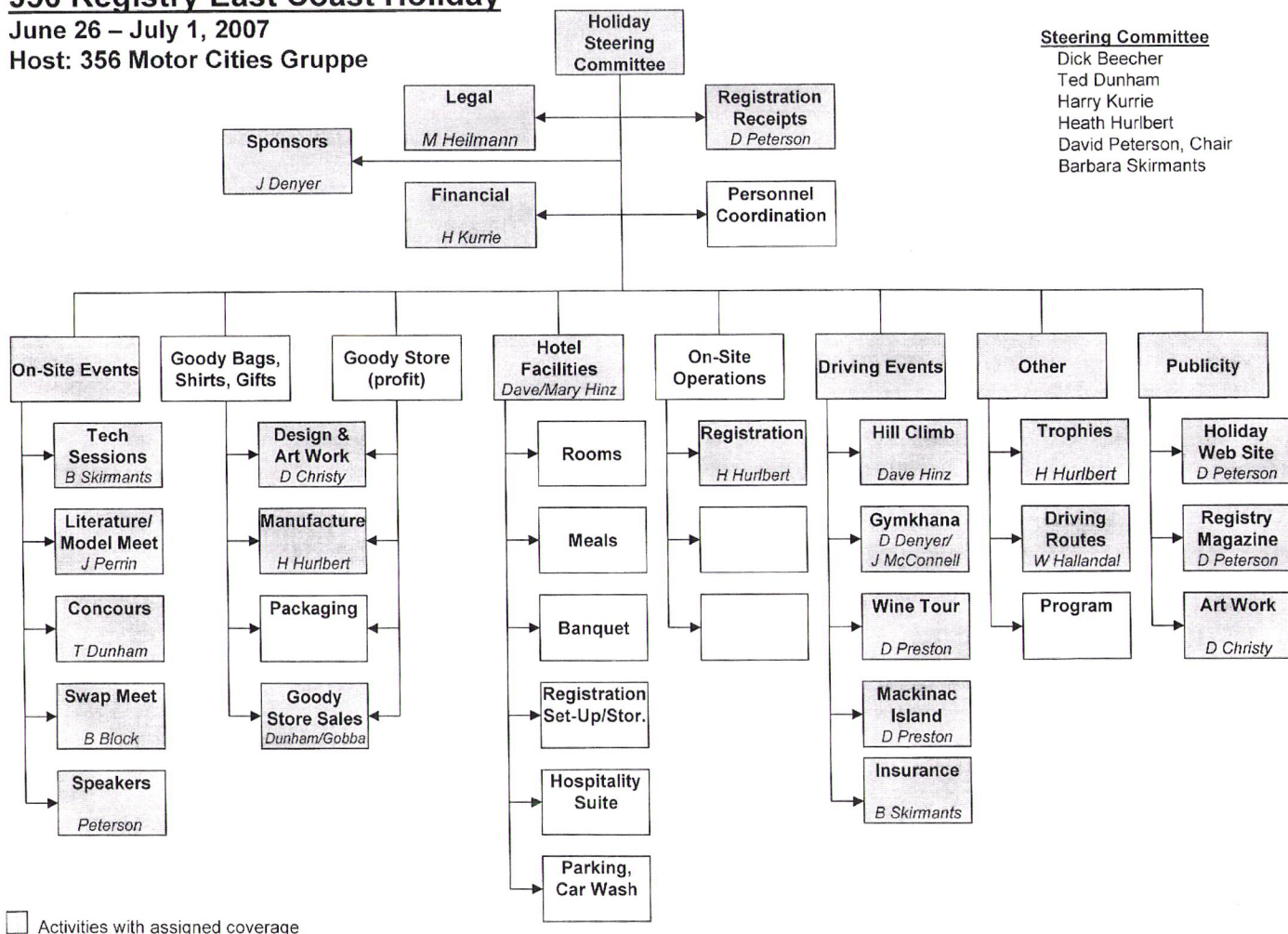
The website can be a timely source of club information.
If provided the information Tom can update information about events, dates and all club business.

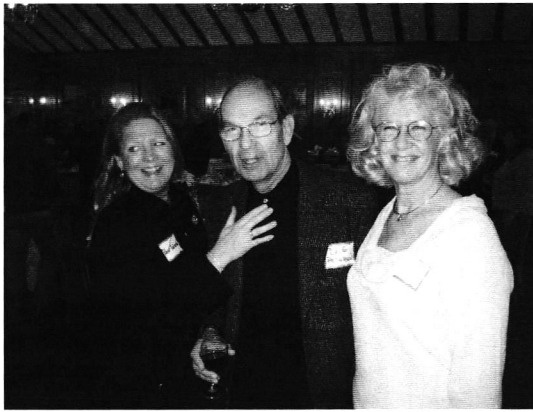
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356 Registry East Coast Holiday

June 26 – July 1, 2007

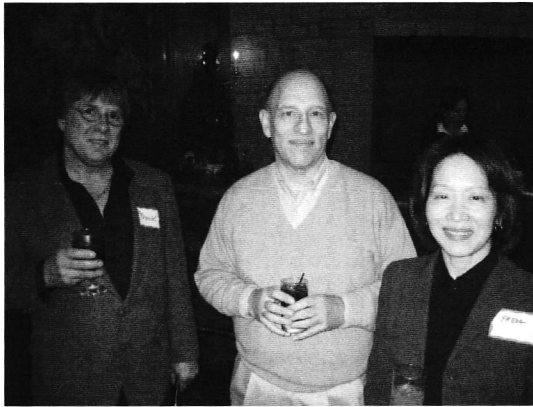
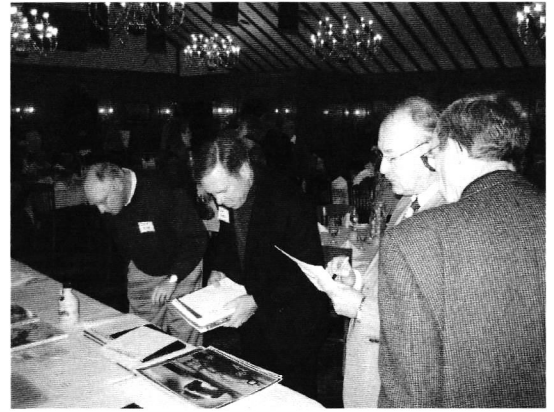
Host: 356 Motor Cities Gruppe



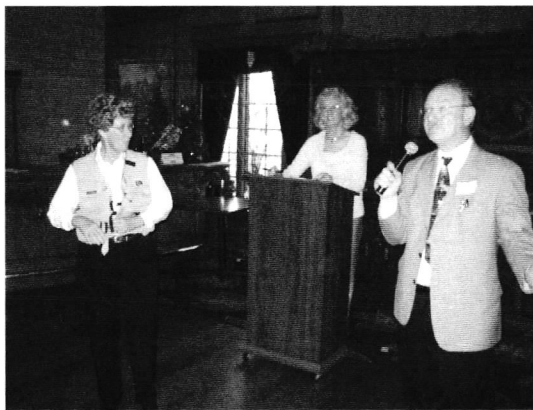


There is only one way to describe this year's Holiday party, and that is to quote my late friend Gottfried Hogh. As he would have so eloquently put it, the party was an "Unqualified success". 2007 is a critical year for the club as putting on a Registry Holiday takes big money upfront. We needed a big turnout for the Gruppe auction to help fund the Holiday start up costs as well as pay for the Summer picnic and the publishing of the Auspuff Roar. And that is exactly what we got.

This years party-auction wise-was the biggest we have had in years. Preliminary numbers pegged it at nearly \$4,000 raised thanks to the generosity of our great membership. Special thanks need to go out to Dan Christie. He has cre-



2006 Gruppe Holiday Party

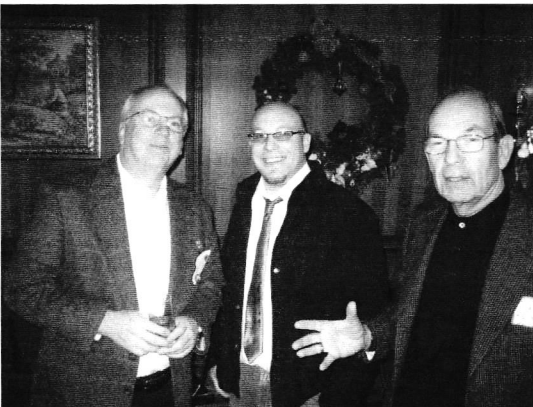


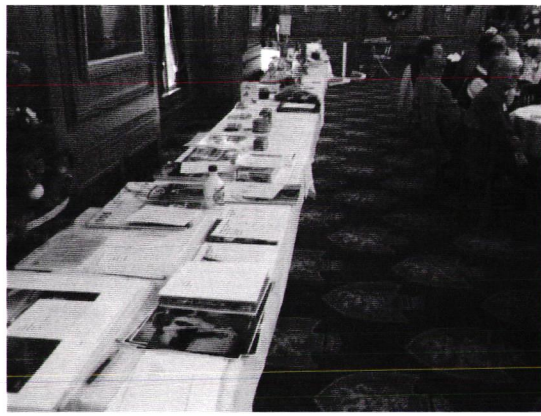
ated our Holiday logos as well as the grill badges for each event. As a special surprise, he created a large 3-D Holiday logo and donated it to the auction. Thanks also go out to Dave Hinz, who ended up winning the logo, but also to Phil Kubik who raised the stakes into the stratosphere.

The party was also a huge success thanks to the many volunteers and also to the great venue. I think we have found a home for our Holiday party after trying out several places over the last decade.

As Dave Peterson mentioned, get your Holiday registration in soon as events are filling up. See you there!

SEBASTIAN GAETA

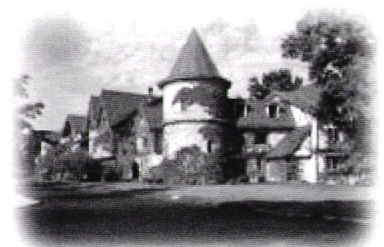
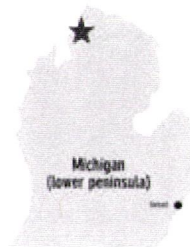




2007 East Coast Holiday ***REMEMBER THE FIRST YEAR IN YOUR FIRST PORSCHE!!***

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
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2487 Misty Lane,
Davison, Mi. 48423

AUSPUFF ROAR



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