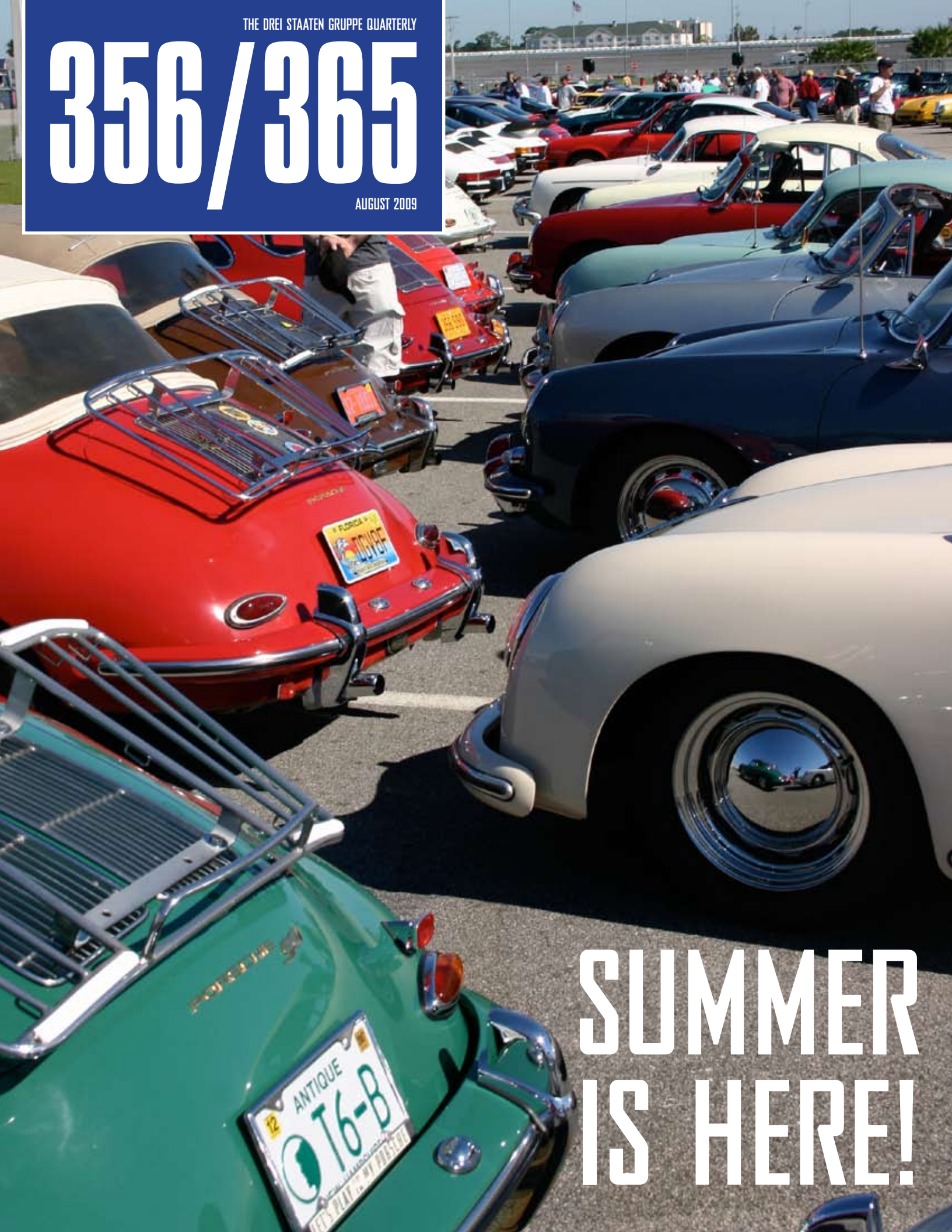


THE DREI STAATEN GRUPPE QUARTERLY

356/365

AUGUST 2009



SUMMER IS HERE!

356/365

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On the cover:
A collection of 356s under the Florida sun.

From the Editors

If you haven't checked the club website in a while, you're missing quite a lot. Our tireless Webmeister, Stan Yarrish, is continually adding new content.

Make sure you visit the site at www.dreistaatengruppe.com for many cool features and updates on the club.

Just a few of the highlights include:

- Club & 356 news and updates
- Photo galleries from 356 events
- Calendar of club and 356 events
- For Sale section
- Member profiles
- Cool links

Action Required!

Stan is asking each DSG member to fill out a Members Profile questionnaire, and provide a few photos of your pride and joy. You will email this information to syarrish@aol.com and he will create a Profile page on our web site with your information. The questionnaire is attached to this latest newsletter, is now posted on the DSG website. The form will be in "Word" format. For those who are not able to create a "word" document, you can send Stan a handwritten sheet which he will transcribe.

For the photos sent electronically, Stan prefers a .jpeg format which all digital cameras can provide. You can also scan a favorite photo and send Stan the file in .pdf format, although the quality may not

be as good.

The third option is for Stan to meet you somewhere, and he'll take the photos. The bottom line is that we have a large group of interesting 356's, 550's in our club and we need to do a better job of sharing our cars and stories with our fellow members.

Web Site Security and the Members Directory

There is a Members Directory on our website, but you won't see it unless you log in.

As the website becomes more populated with member's information, we thought it would be best to limit the access to the Member Directory, to club members only. All other information on the web site is open to the public. Club members who want to see the full member directory will need to enter a user name and password on the home page. Note: You will only need to do this if you want to see the Member Directory!

Simple Steps:

1- Click on Log In in the upper right corner. This will take you to a screen which asks for a user name and password. There will be a club wide log in and password, which will change periodically, or in the future we may assign individual passwords.

2- Enter this user name and password (case sensitive) For now through Dec 31st

the user name will be: DSG 2009
the password will be: Speedster



Contact Stan Yarrish at syarrish@aol.com if you are having problems accessing this Members List or if the information in the list needs to be updated.

Have something 356 related that you want to sell? Send the info to Stan Yarrish: syarrish@aol.com for posting on the DSG web site. 🖨

Dragon Tales

DSG Member Mike Robbins Tames the famed "Tail of the Dragon"

Ed Note: Last October DSG member Mike Robbins, Indianapolis, Ind., took a road trip to the famed Tail of the Dragon, an 11-mile stretch of US 129 along the Tennessee and North Carolina border that features more than 318 curves. Here are Mike's notes from the trip for those who may be interested in navigating the famous roadway. As Mike said, "I guarantee the drive of a lifetime."

Bud Bowlby and I returned October 12 from a journey to run the famed "Dragon's Tail" on US 129 through Tennessee and North Carolina. There were 12 cars in total but we were the only ones in a real Porsche. All of the others were reproductions.....fiberglass bodies on VW Beetle chassis or tube frames. I was surprised at the variety of bodies involved. There were Speedsters, 356A Coupe, 356A Cabriolet and 550 Spyders and one that was indefinable as a Porsche. Most of the cars had VW drive trains but two had complete Subaru drive trains in the rear, including automatic transmission [ugh]. The cars were from a wide area, including Chicago, Hot Springs, Ark., South Carolina, North Carolina and Tennessee.

Bud and I arrived near the start of the tour earlier on Friday than we had estimated so we decided to make an additional run of our own. I drove the Speedster from Maryville, Tenn., to Robbinsville, N.C., and Bud drove the car from Robbinsville, back over the fun road to the group's meeting point in Townsend, Tenn.

The group had dinner in Townsend Friday night and gathered after breakfast on Saturday to drive the Foothills Parkway to its intersection with US 129. After a few miles on US 129 the road started tightening and featured several switchbacks. I would drop back from the car ahead into 2nd gear and then as we

neared the tight curves I'd kick it and power through the curve. I frequently began the charge too soon and would be on the other car's bumper before I knew it.....but he knew it and at a break, said I'd scared him a couple of times. I guess he didn't know that the 356C brakes on my Speedster were far better than the VW brakes on his repro. But then, part of the fun of driving these roads is to limit the use of the brakes....within reason, of course.

We had lunch at Deal's Gap which is just at the southern end of the 11 mile section of US 129 that is known as The Dragon's Tail. The parking lot must have had over a hundred motorcycles in it. Most of them were traveling in groups ranging from 2 to 6. There was also a group of about 10 late model Pontiac GTs that peeled out shortly after we arrived.

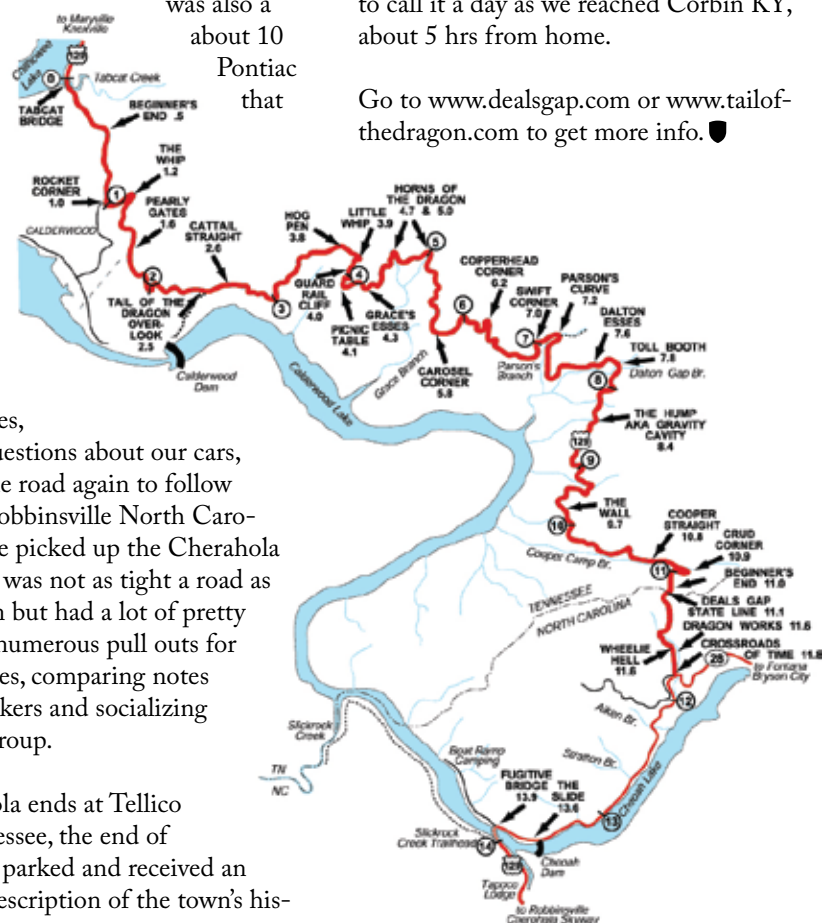
After spending time looking over all of the bikes, answering questions about our cars, etc, we hit the road again to follow US 129 to Robbinsville North Carolina where we picked up the Cherahola Skyway. This was not as tight a road as 129 had been but had a lot of pretty scenery and numerous pull outs for taking pictures, comparing notes with more bikers and socializing among our group.

The Cherahola ends at Tellico Plains, Tennessee, the end of our tour. We parked and received an interesting description of the town's his-

tory and efforts to restore it as a destination point for vacationers. An adjacent bakery had the liquids most of us wanted and I successfully escaped from the muffins, cheesecakes, and other tempting delights. The group broke up as some went back to Townsend and some of us headed for home.

The Speedster ran like a champ for the entire trip, giving >31 mpg while driving 70-75 mph on the Interstates. If I've intrigued anyone enough to be interested in driving the tour, let me know and I'd enjoy accompanying you. You should probably allow 3 days, although my GPS said we'd be home from Tellico Plains at 10:45PM on Sat night. But it doesn't allow for gas or meal stops so we decided to call it a day as we reached Corbin KY, about 5 hrs from home.

Go to www.dealsgap.com or www.tailofthedragon.com to get more info. 🍀



H2O Fifth P20 a hit despite a day of rain

Through periodic rain dampened the brick-lined streets of Oxford, Ohio, the fifth annual Porsches to Oxford (P2O) show, held Saturday, July 25th, featured more than 400 Porsches, including many 356s and Drei Staaten Gruppe Members.

Notable was DSG member Scott McCuskey winning Best of Show with his 1955 Speedster. Other DSG members who received a brick trophy for being one of the top 50 Porsches at the show included Bob Kovatch, Tom Griffiths, Bill Heinemann, Dick Weiss, Brian Schroeder, Joe & Valerie Fee, Mike Robbins and one of the DSG's newest members, Dan Breit, who brought his recently purchased Bali Blue 1964 Cabriolet.

In addition to awarding trophies to the top 50 Porsches, P20 featured many door wwprize giveaways and, most importantly, proceeds from the event made possible the presentation of \$10,000 to the American Cancer Society. ♣



UPCOMING EVENTS

Notes: Cruises and Coffees

In addition to this list of more formal, annual events, there are several notable weekly events in the DSG area, where you can often find DSG members hanging out and displaying their 356s. One notable example is:

Every Saturday, 9 a.m. to noon Cars & Coffee

Fuel Coffee Shop

2726 Riverside Dr. (Eastern Ave., just west of Downtown Cincinnati)
Every Saturday morning a group of vintage car enthusiasts, particularly European sports cars and plenty of 356s gather for coffee and comradeship at this local coffee house. Good coffee and plenty of parking for your dream machine.

AUGUST

14-16: Rolex Monterey Historic Automobile Races

Laguna Seca Raceway, Salinas, Calif. The legendary vintage racing event this year features Porsche as the featured marque. August 16 is also the date of the Pebble Beach Concours d'Elegance in Monterey, so you can take in both events if you are making the trip to California.

www.montereyhistoric.com

21 & 22: Ohio Tub Fanatics TubADubJam

A Porsche/VW extravaganza held at the Historic Ohio State Reformatory in Mansfield, OH (where The Shawshank Redemption film was shot). Casual, fun two-day event with a variety of events and entertainment to complement

the car show.

www.ohiotubfanatics.com

SEPTEMBER

9-13: 356 Registry East Coast Holiday

West Baden, Ind. One of the 356 Registry's key annual events, featuring 5 days of activities, socializing and concours celebrating the 356. This year's event is right in the DSG's back yard, so don't miss it! Plus, the West Baden area offers a spectacular resort featuring golf, spas, casino and much more.

www.eastcoastholiday.org

19: Ski Roundtop Swap Meet

Annual Porsche swap in Lewisberry, Pennsylvania.

20: Dayton Concours d'Elegance

Carillon Park in Dayton, Ohio. Annual concours featuring a wide array of collectible vehicles. This year's featured marques are Mini, Marmon and Morgan.

www.daytonconcours.com

20: Drive Your 356 Day

24-27

HSR Historic Races & Bluegrass Motorsports Park

Check out the web site to learn more about this new road course in Sparta, Ky., as well as for a complete calendar of their events and updates.

www.drivebluegrass.com

27: Volkswagen/Porsche Reunion Car Show and Swap Meet

GE Park, Springdale (Cincinnati), OH. Usually held the last weekend in September. More than 200 Porsches and Volkswagen come together to celebrate Dr. Porsche's best designs.

www.cincyvwclub.com

OCTOBER

1-4: PCA Escape to the Birthplace of Aviation

Dayton, Ohio. The Porsche Escape weekend began about five years ago when PCA decided to try a low-key, non-competitive event on the opposite side of the country from where Parade was held. This year's Escape will include a Covered Bridge Tour, behind-the-scenes tours at the Air Force Museum, a reception at America's Packard Museum, a banquet at John Dixon's Taj Ma Garaj Porsche Museum, and a car show at Carillon Park.

<http://ovrpca.org>

Be sure to check out the comprehensive online calendar at:
www.dreistaatengruppe.com.

Please send notices of any events we've missed, or changes/errors to:
stevejsmith356@yahoo.com



'50 Kicks

Running Down Route 66

On just any ordinary

April the first when others were fooling others and fools were being foolish, there were three of the latter who headed off to destinations unknown to discover the joys of Historic Route 66 in a 1950 Cadillac and just fool around. For the record let it be known that these so-calleds have real names being Steve, Steve and Dick. For clarity in this writing we will refer to them as SteLo (Steve Locker), SteLei (Steve Leiding) and Dick.

While all petrol heads know the beginning and the end for the Route, when one is relying upon an historic car one does not know whether the end will be reached or even for that matter where or when the beginning will begin. But begin we did, with Dick as our pilot, SteLei our navigator and SteLo our worrier. Of the three clearly SteLo was the most qualified given he knows a lot about the foibles of American cars and was able to articulate all of the possibilities, probables and likelies that could go wrong with the car as we continued our trip. We all were comforted.



Having done some pre-planning for the trip we all knew that there might be occasions where it would be necessary to test the knowledge of a local mechanic. And, we were prepared for this. We had a carefree attitude, we had money and above all we had SteLo to help the mechanic while the other two of us could find the local bar for some welcome rest and refreshment. We were also prepared for the doomsday scenario where we would have a breakdown in the middle of nowhere. This would mean no mechanic and no bar. So, SteLei had the brilliant idea to bring some tools and the rest of us had a brilliant idea to bring some liquids. Needless to say, some of us were hoping for a breakdown from time to time.

Of course this reportage could go on and on and on and it could be recounted how many bars we frequented, how many lovelies we encountered, how many ladies were keen to take a look... at the car...and how many very, very

old people recounted tales about the car when they were younger. But the bottom line is that what happened on Historic Route 66 stayed on Route 66.

Oh, in case you are wondering there were no DUIs, no citations, no fights and no mechanical problems except for a hubcap that dislodged at about mile 35, that was recovered. Ask SteLei the next time you see him for a tale of the adventure. 🍷