

Auspuff Roar

A black and white photograph of a woman with short dark hair and glasses, wearing a light-colored zip-up hoodie and dark pants. She is smiling and leaning her right arm against the side of a large, silver, aerodynamic car body part, possibly a hood or fender, which is mounted on a stand. The background is a workshop with various tools and equipment visible on the walls and shelves. The car part has a large, dark, rectangular opening in the center and a smaller, rectangular opening with a grid pattern on the right side. The overall scene suggests a car restoration or customization project.

April/May 2003

www.356motorcitiesgruppe.com

ON THE COVER:



Barbara Skirmants and her "C" coupe on the rotisserie

By Gottfried Hogh



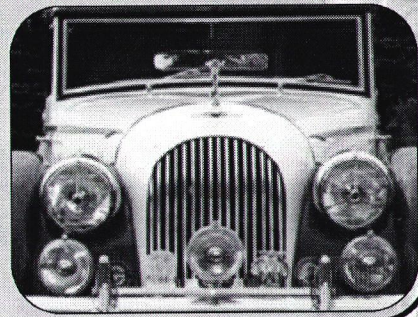
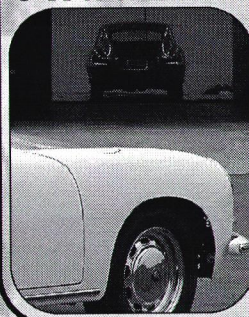
Complete Restoration

Automotive Fabrication Services

Experienced Senior Technicians
in Body, Chassis, Paint, and Interior Trim.
We are specialists in convertible top systems.
Please give us a call to discuss your next project.

231 588 2120

CHARLEVOIX • MICHIGAN



Next Auspuff: The celebration of the 100th issue of 356 MCG Newsletters.

ZÜNDFOLGE

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 \$15 per year due at the first of each year. Advertising rates per issue are as follows:
Business card size—\$10,
Quarter page—\$25,
Half page—\$50,
Full page—\$85.

Please send membership dues to:

Barbara Skirmants
27244 Ryan Rd
Warren, MI 48092.

Please send materials to be published or advertising copy to:

Sebastian Gaeta
4070 Brookview Ct
Ann Arbor, MI 48108

PRESIDENT

DAVID PETERSON

VICE PRESIDENT

SEBASTIAN GAETA

TREASURER

GERALD VANVLIET

BOARD OF DIRECTORS

DAN CHRISTIE

DENNIS DENYER

SEBASTIAN GAETA

BRAD RICHARDS

BARBARA SKIRMANTS

MEMBERSHIP

BARBARA SKIRMANTS

AUSPUFF EDITOR

SEBASTIAN GAETA

ART DIRECTOR

GOTTFRIED HOGH

NEWSLETTER DISTRIBUTION

TED & LANITA DUNHAM

WEBSITE

GOTTFRIED HOGH

PRESIDENT'S LETTER



Spring is definitely around the corner! The snow is gone; and after a couple of more gentle rains, the residual salt will be washed from the streets. And if we have planned things properly, all of those adjustments, replacements and improvements to our beloved tubs will be completed; and we can roll them out of the garage, fire them up and find a lovely road lined with budding trees where the only competition to the sounds of our flat fours is the chirping of homeward-bound robins.

The Winter Blues Dinner sponsored by Sher and Bill Toburen at the end of February did its job and got people together to kick off what promises to be a really great year for the Motor Cities Gruppe.

Brad and Gabby Richards are hosting the Spring Tour; and they have a very pleasant weekend planned. This will be a mix of flowers and cars on May 10th and 11th. That's right, a spring two-day tour is being put together, which includes tulips in Holland (the Tulip Festival runs May 3-10, so we are at the tail end of it). But Gabby checked with the top meteorologists and horticulturists, and they have assured her that the biggest and brightest tulips will be at the end of the Festival this year. Brad is also arranging a Western Michigan Garage Tour with assurances that a 356 or two will be on display. From there, we head to Grand Haven for dinner and overnight accommodations. After breakfast the next day, we head easterly on more back roads, with an optional stop at the Gilmore Mu-

seum. Obviously, other personal alternatives are also available – including further exploration of the west side of the state. So, check out the sign-up information on page 16.

Remember that gorgeous photo on the home page of the Motor Cities Gruppe website?. Of course you do – that's because all of the home page photos are gorgeous. However, this particular one is of the three cars parked in front of the white classically Greek style pavilion in early March. That is where the Gaeta's are arranging to have the summer picnic in August. Actually the home page photo was a subliminal ad making you want to go, so you could maybe talk Gottfried Hogh into taking a picture of your 356 at the pavilion. Mark your calendar now and make sure the car has lots of photogenic sparkle.

In addition, we have the East Coast Holiday, Watkins Glen (unfortunately, the same weekend – bummer!), Fall Color Tour and probably any number of spontaneous driving events coming up. Looks like an excellent year to put some fun miles on the cars.

Out of the fresh air, one can always turn to the Motor Cities Gruppe website; which I will for a moment. Gottfried continues to enhance and enrich the site with new and improved offerings. The Goodie Store page should be up and available before the end of April, displaying the

various Motor Cities Gruppe merchandise. Gottfried informed me that he is looking for folks who would like to place an ad on the new Classified Ads page (Porsche-related stuff only, please), so if you have something to sell, give him a call, or send him an e-mail at ghogh@provide.net. He is also looking for certain past issues of the various Gruppe newsletters for inclusion on the newsletter web pages. See page 13 for details. We will begin using the site for immediate news announcements and updates on planned events, so please send Barbara Skirmants your e-mail address so that you can be alerted when new and helpful information has been posted to the site.

And our other communications vehicle is reaching a significant milestone soon. The June/July issue of *Auspuff* will be the 100th publishing of a Motor Cities Gruppe newsletter. If you have something special related to the history of our newsletter, contact Sebastian; for he has plans for a pretty memorable edition.

Inside this issue are some features you have become accustomed to seeing such as Brad's design critique—this time of the VW/Porsche type 60k10—and a *Christophorus* story regarding Huschke von Hanstein. Also check out Sebastian's thoughts on the new Cayenne and the number of 4-wheel drive vehicles in Porsche's history. Most exciting, however, is the first "Destinations" column. Each issue will now contain a story about a fun place to go to in our little tubs. The destinations will be a short drive from the Detroit metro area, so get out your map and drive!

See you Neil's,

David Peterson



Bay Harbor Concours d'Elegance

June 20th, 21st & 22nd— Bay Harbor, MI

An Exhibition of Vintage and Classic Cars, Wooden Boats and Motorcycles at the resort community of Bay Harbor, Michigan. All to benefit the Northern Michigan Hospital Foundation. Please contact Bay Harbor Concours d'Elegance, Inc. for information about entering your vehicle, sponsorship & advertising opportunities and general information about the Bay Harbor Concours d'Elegance. (231) 588-7404 | fax: (231) 588-7215

See if you can recognize the Gruppe member in Gerald Freeman's original artwork of the Bay Harbor Concours d'Elegance at left (hint: his initials are R. H.). Look for this man's story about the upcoming event in the June/July *Auspuff*.

MOTOR CITIES GRUPPE CALENDAR

April

12th—Munk's Motors
SPRING "BRAKE" SEMINAR
See page 5 for details

26th—Hershey PA.
Hershey all Porsche swap
meet. The Granddaddy of
them all.

May

**10th-11th Annual Spring
Tour**
Hosted by Brad and Gabby
Richards. Details on pg. 16

21st—Membership Dinner
WED. 6:00 PM. At Wagon
Wheel.

June

14th—Stoddard PorscheFest
Audi is no longer a part of it. The
event is still a social event but with
more emphasis on the "SWAP" this
year!!

**19th-22nd—Mid Ohio
Vintage Gran Prix**
See Vic race & have dinner w/other
members

20th-22nd—Bay Harbor Concours
See pg. 3 and next issue for more info

July

TBD—Progressive Dinner
Appetizers at Skirmants' new home (pending),
dinner @ Whities, dessert at Beecher's.

**12th-13th—Porsche Toy, Literature,
Parts Swap Meet and Show,** Auburn,
Indiana. Last year's show was terrific. See
next issue for info.

16th—Membership Dinner
WED. 6:00 PM. At Wagon Wheel.

August

24th—Gruppe Picnic
Tentatively set for Sharon Mill, West
of Ann Arbor. Co-hosted by
Sebastian, Brad & Gottfried

September

3rd-7th East Coast Holiday
Ashville's Biltmore Estate.
See Registry to enter.

6th—Watkins Glen Run

14th—Drive Your Porsche day
Ferry Porsches Birthday

17th—Membership Dinner
WED. 6:00 PM. At Wagon Wheel.

October

5th—Fall Color Tour

November

Membership Dinner
WED. 6:00 PM. At Wagon Wheel

December

7th—Holiday Party

The Ding Removers, Inc.

207 W. Ann Arbor Trail Plymouth, MI 48170

We remove parking lot, shopping cart & hail storm dings,

WITHOUT body or paint work.

ASK FOR BOB (BASHAWATY)

(734) 459-8510

GERALD F. VANVLIET

ATTORNEY AND COUNSELOR
TAX AND BUSINESS LAW
WILLS AND TRUSTS
ESTATE PLANNING

CONTACT GERALD AT:

BANNON & ASSOCIATES

700 EAST MAPLE, SUITE 200
BIRMINGHAM, MI 48009

V(248) 645-5585

F(248) 645-6969

"License and registration please"

You checked the oil, brake fluid, fan belt, tires and she was feeling frisky. You go to red line in first, then in second... **WOW this is fun!**

Four hundred yards ahead, a black Crown Vic looms large and menacing. No sweat, Porsches not only go fast, they stop fast too. You stab the pedal...then counter steer frantically...As the car fish-tails down to the legal limit.

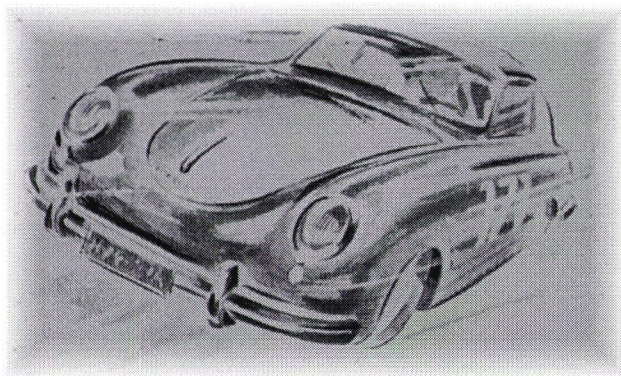
"Nice car! Do you know why I stopped you?"

Of course you do. What you don't know is why your baby got sideways on you. The answer to this, and many other vintage brake questions will be answered on April 12, 2003 at the first

SPRING BRAKE TECH

To attend or to register your car to be used for the "hands-on" segment of the tech, E-mail to:
chris@munks.com, or call 248-335-5424.

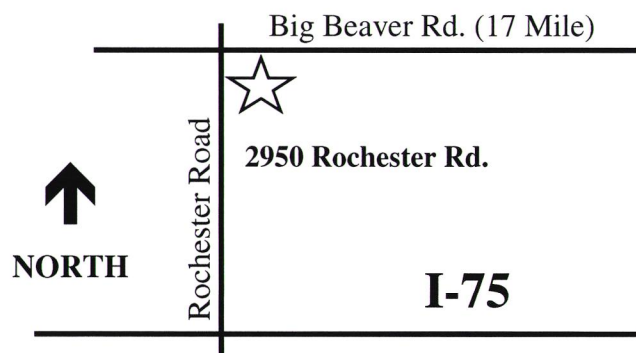
356 Mechanic
28 year Registry member
Part Time 356 Work
Bill Demeter 313-331-4104

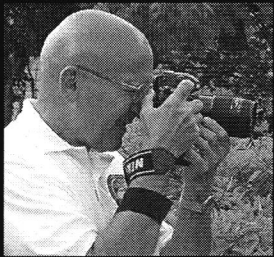


Social Dinners at the Wagon Wheel

It seems that the **Wagon Wheel** is working out fine for our social gatherings. See the calendar on page 4 for dates. All meetings **ARE NOW ON WEDNESDAYS** and start at 6:00 PM.

Wagon Wheel
2950 Rochester Rd.
Troy, MI 48083
248-689-8194





Photographer's Perspective

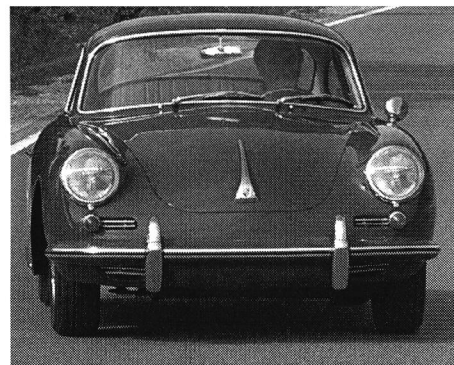
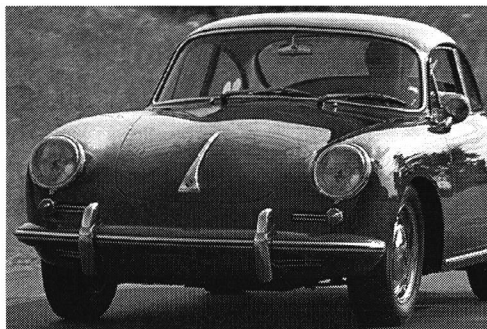
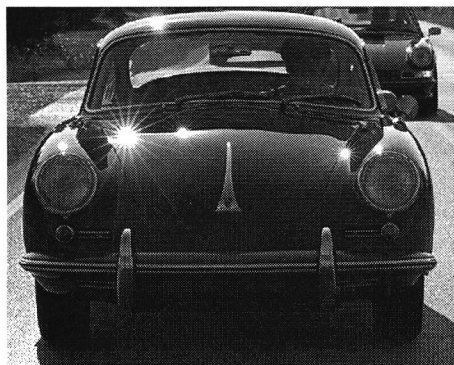
by Gottfried Hogh

Given the 356 that you want to capture in a photograph placed in the foreground, and given the setting or background in which it is located, possibly the most important other aspect contributing to the final image is the quality of the light on the subject. While you have to have some illumination to see and take a photo, there are all sorts of lighting conditions to either improve or screw up the picture. Here I shall only discuss natural and environmental lighting

of result you want, and what you want to communicate about the 356 in front of your camera.

Allow me some illustrative examples: The three images below are of the same subject, John Denyer's Ruby Red 1965 356 SC Coupe, and were taken during the same photo session. In these particular examples the background has effectively been eliminated by tight cropping. While all three photos were of a moving 356,

The light source may have fairly direct access to the camera lens. Even if the light is not directly imaged on the film (or CCD of a digital camera), internal reflections off lens-to-air surfaces and refraction of light waves on the edges of the diaphragm produce spurious light effects. There are three or four 18 ray star flares in focus on the highly reflective hood and fender, and one slightly out of focus on the front roof line in this photo. This represents reflection of the low morning sun almost directly behind John's Coupe. The photo was taken from Bill Rohrer's 911 Targa over the roll bar as we drove west on an east-west oriented section of Clear Lake Road in Washtenaw County. While the outline and major features are distinctly visible, the deep shadows in "back-lit" photos may add a lot to the atmosphere, but do not give a good color rendition or detailed look at



situations, not flash or set-up studio illumination. The latter is an entirely different ball game!

Over the years a considerable number of photographic rules-of-thumb have been proposed, such as "keep the light source (sun) in back of the camera", "take the photo on a nice, bright sunny day", etc. An equal number of suggestions have been made by authoritative photographers which encourage one to break these rules, to obtain more interesting, more dramatic images. My recommendation? Well, it depends on the point you want to make, on what kind

the radial direction of motion (toward the camera) and relatively short shutter speed has frozen the car in the frame. The angle of view differs slightly from picture to picture, but the main difference is the direction of the bright sunlight. Furthermore, all three of these photos were taken through my 80-200mm AF-S Nikon telephoto zoom lens. I'll discuss the use of narrow or wide field of view in a later article.

The image at left is "back-lit" and demonstrates another feature (or bug) of this rather extreme lighting mode.

the car. Photos of this type are sometimes referred to as "moody".

Dennis Denyer's early 911 was also involved in that session and forms a very small part of the background; a point of interest on his car is the light from the smoothly blended 911 running lights. One of my failures during that photo shoot was not instructing John to turn on the running lights on his 356, as the two points of amber from the bullet lenses would have markedly improved this photo.

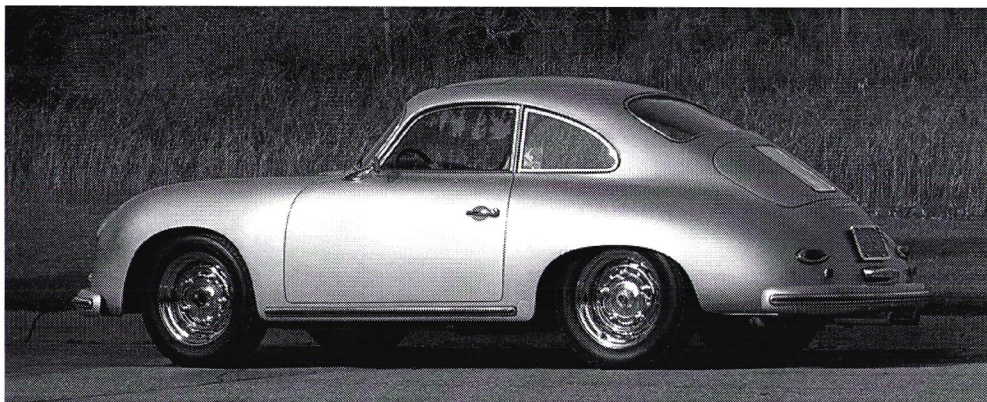
The image in the middle has perhaps the most interesting lighting of this trio;

light that really brings out the curvature of our favorite Porsche's surfaces (even on the front of a non-A). The light in this shot was somewhat diffused by high, textured clouds that briefly came in at high altitude. I had positioned myself on the north side of a curve in the road, and shot an automatic sequence of photos as John drove past. At this point the sun was still relatively low in the sky, but considerable diffused light from the clouds relieves the darkness of the shadows.

The 356 in the right side image is illuminated by frontal, diagonal light as John's Coupe is in a turn just in front of me. The photo is a rather bland, "straight forward" representational shot, and the only really interesting elements are the relative angle between the alignment or motion of the car and the white road edge stripe in the background. The tonal gradation is quite even and characteristic of a frontal or near-frontal and above-located light source. Only the reflections of and on the metal surfaces, painted or chrome, present interesting modeling elements. The light is rather flat.

The final photo (seen on this page) shows the effects of paint characteristics on the outcome of a 356 photograph. Here we have light not too different from what was the case in the last of the previous trio. Despite the flat light, the silver metallic of John

While light is the 'sine qua non' in photography and contributes to the overall affect of the final photo, image quality is also a function of composition, or how various items / elements within the frame of view relate to one another. This arrangement



Denyer's beautiful A coupe accentuates the surface curvature of the fender line, front, door, and rear. In fact, the spectral reflections from the surface normal to the line of sight is so great that it overwhelms the dynamic range of the Nikon D1's CCD photosensitive element.

in space, translated to the two dimensions of our photo, is the subject of the next article: Viewpoint and Perspective.



Vic and Barbara Skirmants Are Moving!

**356
Enterprises**

**We're
Moving!**



Here's Their New Information

Starting May 1, 2003

our contact info will change to:
**356 Enterprises, L.L.C.
Vic & Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461**

**Phone 810-688-2059
Cell 810-441-6914**

Web: 356enterprises.com

Email: Vic@356enterprises.com

R-D Black & Decker

K-D TOOLS
make tough jobs easy

WISE-GRIP

S-K TOOLS

STUART TOOL SERVICE INC.

WAREHOUSE DISTRIBUTORS OF HAND AND POWER TOOLS
ESTABLISHED 1923

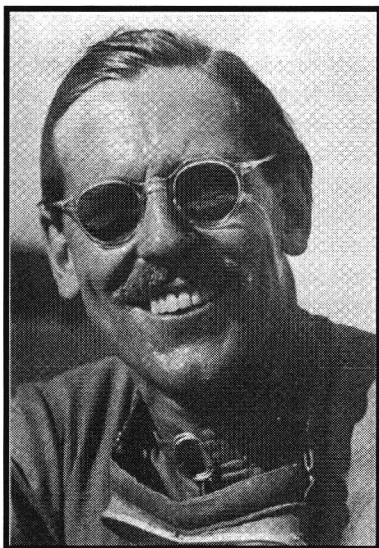
PROTO

AIR TOOLS

NEIL GOLDBERG
MEMBER - SMR/PCA

248-588-TOOL

1208 E. Maple Rd.
Troy, Michigan 48063



keep him from doing the honors on an evening shortly thereafter, during a VIP sports ball in Wiesbaden.

The manner in which a young agriculture trainee became devoted to motor racing on the side, to endurance runs with a motorcycle and then in a car, was actually fairly modest. It happened about 1930 and his parents were naturally opposed. The Prussian educational style of those days didn't provide young people from well-to-do families with spending money. Huschke's first vehicle, a used 250 Triumph, had to be financed in part by his girlfriend.



A Talent For Being There

The man with the strange first name was, and is, always there - as a well-known, perhaps even through the years the best known, figure on the German motor sport scene. Racing fame paved this path. The public adores its idols but often forgets them too. However, the grand seigneur with the English mustache owes his popularity not only to racing victories but to many other traits as well: to his charm, his versatility and last, but not least, quite simply to his talent for always being there.

In 1940, with the great war already underway, German sports cars started one last time in the Italian Mille Miglia. Huschke von Hanstein was there. And he won. In 1949 when scarcely anybody spoke of motor racing in Germany, a German sports car again started for the first time abroad, in the Targa Florio, and it was driven by Huschke von Hanstein and Petermax Müller.

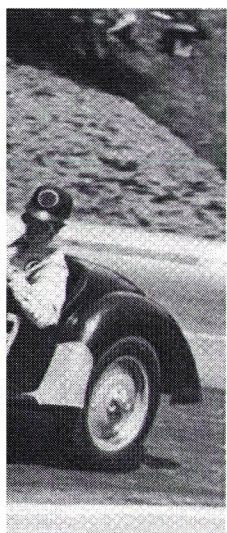
In 1981 when the remaining participants of the Rallye Monte Carlo were sent off on the final, decisive night, with a Porsche in the lead, Huschke was still there - and if not as a driver, then as an official. Nor did this

However, he already knew how to ride a motorcycle. He had been transporting eggs on a 750 Wanderer belonging to one of the household servants whose wife operated a chicken farm. Until there was a skid one day with young Huschke landing in the road with his basket of eggs.

Riding as a sport was permitted and supported so Huschke became a tournament and race equestrian, keeping it up even during his motor sport era. Soon the still easily recognizable inclination to English style became apparent, furthered by a year of college in England and a business apprenticeship in traditionally anglophile Hamburg. He rode to dirt track motorcycle races in Hamburg-Lokstedt on a four-valve Rudge, with umbrella and bowler. Even as a coming works driver for the Ardie motorcycle factory, he was taken for an English girl with his modish white cap and long college scarf.

Alongside a solid education - high school, college and courses completed in agriculture and business as well as law studies up to the junior barrister level - there was a





May 3rd of this year is the 7th anniversary of the passing of Fritz Baron Huschke von Hanstein. This Christophorus article from issue 153/June 1981 chronicles the career of one of the most influential people at Porsche not born into the family. Wearing many hats in the early days, von Hanstein helped guide the Porsche firm through its infancy to help make it what it is today. Also, check out the book entitled "Huschke von Hanstein, The Racing Baron" for an even more detailed account of his magnificent career.



well-launched motor sport career since the firms of Adler and Hanomag had become interested in the young man. In those days the basis for many a long-lasting friendship was laid: such as that with Adler's racing boss of the time and later ADAC Sports President Paul von Guillaume, with Walter Glöckler, Petermax Müller, Helmut Polensky, Rudolf Sauerwein or Walter Schlüter. These are all names which would appear again in Porsche's postwar sporting history.

Huschke von Hanstein won the Rallye Morocco with Walter Glöckler - in a race against the clock. In those days they simply set the averages so high nobody could reach them. He drove in the Rallye Monte Carlo - although that wasn't as fast as it is today they still had to fight nature's inclemencies. There were no cleared roads. Anybody who got stuck had to shovel.

No aquaplaning problems at left: Huschke von Hanstein in the Hanomag Rekord on a prewar rallye. Hanstein was one of the first drivers to use a crash hat, a polo helmet. He drove his first races in a private BMW 328 (top left, Schoftenring race 1939) while his greatest prewar success was the 1940 Nue Milla victory in a BMW Coupe built just for this last race of the prewar era (above). The portrait, far left, was taken in the fifties.

Makeshift chemical heaters were their only aids against the cold. However, Huschke did not get stuck in the snow of the Alps but on Mount Etna of all places, not far from the southern starting point of Palermo. After all, extreme weather conditions are not an invention of our own time ...

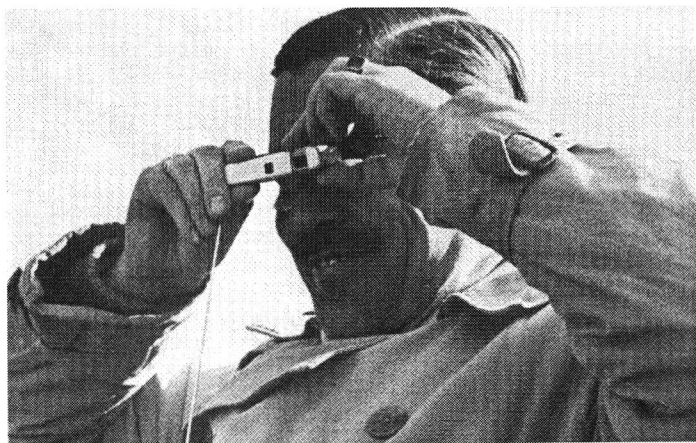
Tire finesses such as we know now were unheard of then. One got along as well as one could - off the road on block treads, in snow with chains, on wet surfaces with summer tires with extra transverse grooves cut into their treads with a kind of circular saw since they didn't have fine tread patterns yet and little thought was wasted on drainage. There was no aquaplaning either - *tires were too narrow* for that.

Huschke was an amateur in the prewar era, even as a factory driver, since there were expenses for the major endurance runs or cross-country events, but no salaries. He won the 1938 Sports Car Hillclimb title in

his own BMW 328, purchased shortly before. Even in the very last race of the prewar era, the 1940 Mille Miglia, Hanstein drove a BMW - a streamlined coupe prepared specially for that event. Incidentally, while wearing a crash helmet, which was very unusual for a closed car then. As a safety fanatic among the many white-capped drivers, Huschke wore a polo helmet as early as 1937, since they didn't yet have the crash hats we know today.

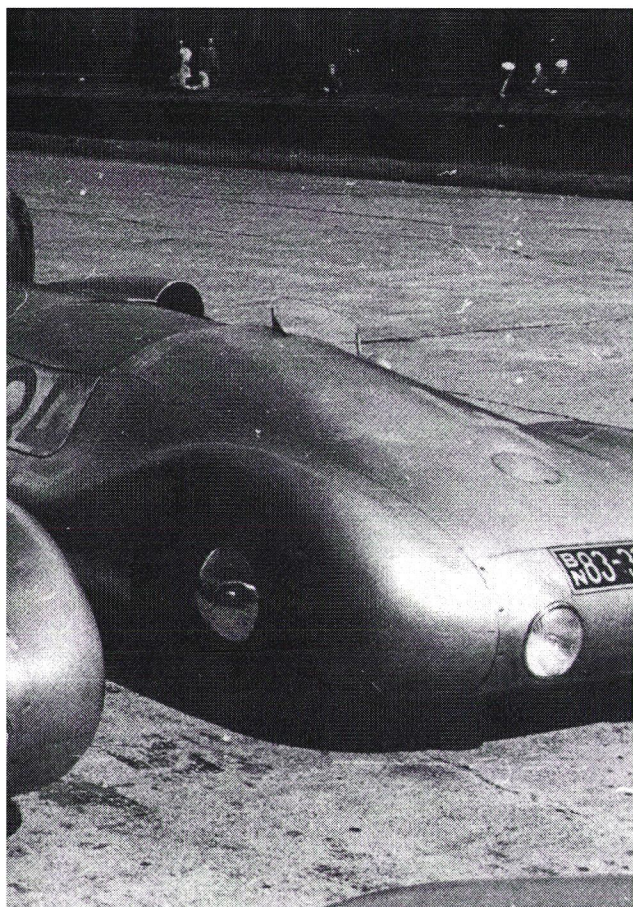
His only serious accident occurred while returning through the Alps when he wasn't driving. A mechanic had the wheel. Since then Huschke von Hanstein has had a stiff right shoulder. "It all turned out for the best" he says today. His injuries kept him out of military service for the time being. Until he came into conflict with the Gestapo, despite being a basically nonpolitical type: he helped some Jewish friends in Hungary and landed in jail. A disciplinary assignment with recovery tanks on the eastern front followed and Huschke very nearly got caught in the Kurland basin. But he was lucky and at the end of the war landed with the Americans stationed in Bavaria.

Everything had changed by then. The parental estate was on the other side of the iron curtain. Although one can see the Hanstein castle, sited romantically high above the Werra valley, from the west, it cannot be reached. And the maternal seed-growing firm where Huschke von Hanstein had worked before the war as business manager, had been expropriated. Only minor remnants of



this business, one of the largest of its type in Germany, were left in the west and Huschke labored at gathering them together as a proxy. But he didn't find that very attractive and when he was offered the position of sales manager for the Hoffmann works, building Italian Vespa motor scooters in Germany, he accepted. The motor scooter was a typical postwar item, based on the large number of small tires left around from military supplies. The Vespa was the first and most popular product of its kind: there are still Vespa clubs today. Tires, an engine and a sort of shell - those were sufficient to be fascinating. Huschke, with his natural talent for public relations, sensed what was needed to secure the fame of a vehicle which was still a joke in some circles: sporting success. Thus the Deutschlandfahrt, a fairly civil sporting undertaking, saw a team of experienced race drivers scooting through the countryside on Vespas: Huschke von Hanstein, Petermax Müller and Helmut Polensky.





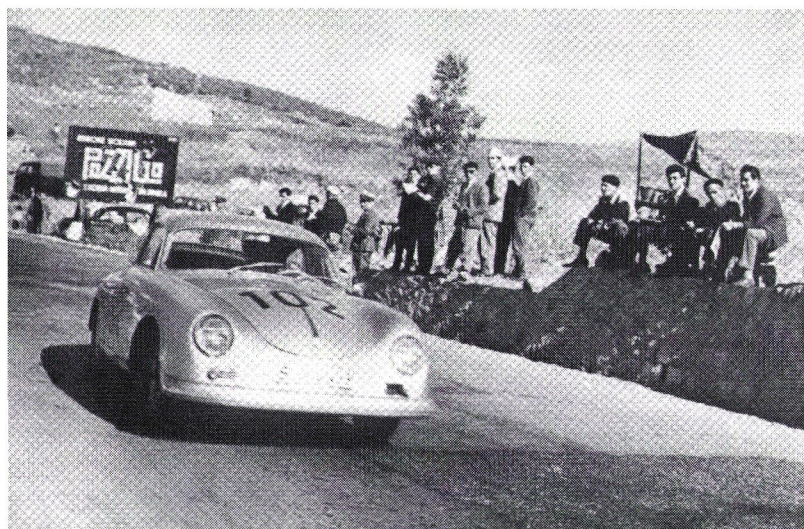
Vespa was left behind in 1950 when Hanstein was put in touch with Porsche through the intervention of former Auto Union race boss Dr. Feuereisen, then sales manager for VW in Wolfsburg. Actually he only wanted to buy a car - but it turned into a job, one of which nobody to this day knows all the aspects in detail: sports, press, publicity, sales. Huschke von Hanstein took pictures, made films, was race driver and race manager, even Porsche's first VIP salesman, one who initiated invaluable contacts with Prince Berthil of Sweden, Juan of Spain and Albert of Belgium, with young King Hussein of Jordan and Britain's Prince Philip. Thus the little Porsche became the car for great people in this world.

As "man Friday," including photographer, Hanstein settled in the fifties on the handiest photo format available then. In the 1950 Deutschlandfahrt the team of Hanstein/Müller/Polensky provided a launch for the Vespa motor scooter. Huschke drove the first postwar world records at Montlhery in 1950 in a record car with VW engine, built by Petermax Müller. In 1959 Huschke and Baron Pucci drove a Carrera to a sensational third overall in the Targa Florio, winning the GT division. For this they received flowers before leaving Sicily (bottom photo, with Hans Herrmann).

What was it like at Porsche in those days? "We sat in a barracks across from the factory where the Americans were still based then. The old Professor had a room to himself. I shared a room with Richard von Frankenberg, a secretary and somebody else. That was the entire office. Hans Klauser sat in one corner of a garage at the Reutter body works, one divided by a canvas partition. That was the race, sports and experimental department."

Even before Huschke joined Porsche, Hans Klauser had sold him the Black Widow, Hanstein's first Porsche, a used 1100. A close co-worker of Ferdinand Porsche dating back to earliest Volkswagen development days, Klauser was also in charge of selling used automobiles for the firm - along with testing and customer service. They were all improvising - Hanstein had neither a firmly outlined contract nor a budget and this remained true for a considerable time. It certainly proved an effective working system. Of course one needed people like Huschke von Hanstein for it; those who could play the man Friday. "We handled the money as if it belonged to us." Sporting activities got going very slowly. To begin with they were only concerned with building and selling automobiles. First postwar successes came about through private initiative with homemade cars - such as the legendary world record run of 1950 at Montlhery where the Vespa-experienced team of Hanstein/Müller/Polensky drove Petermax Müller's homemade VW special at an average of 152 km/h (94.5 mph) for three days. It continued at Le Mans, in the Liege-Rome-Liege and on new record runs at Montlhery or Monza, with the Targa Florio and Giro di Sicilia, in the first postwar start for German race drivers in the USA - with Karl Kling - and during Porsche premieres in Mexico, Venezuela or in the Bahamas.

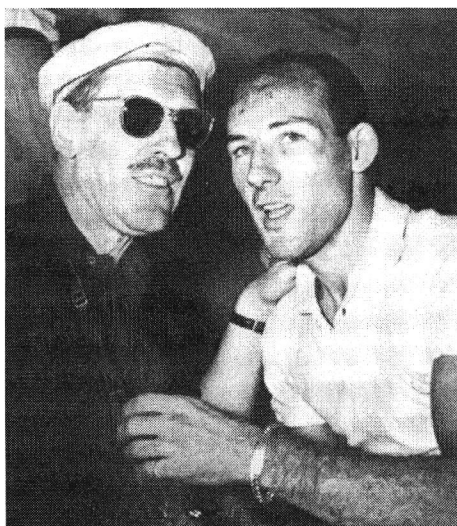
There are fine stories from those days - in Montlhery for instance, following a world record run, when a gearbox failure occurred on the record car which they were planning to drive home on its own wheels. The mechanics had already left so the gentlemen drivers performed their own repairs. With everything put together again the



car ran - except that it now had one forward and four reverse gears! Unexpected and unintended there was even a race managing career which was probably the most remarkable in German racing history along with that of Alfred Neubauer. However, this was one of a totally different kind. There were no millions in the background, no perfection in technology or organization.

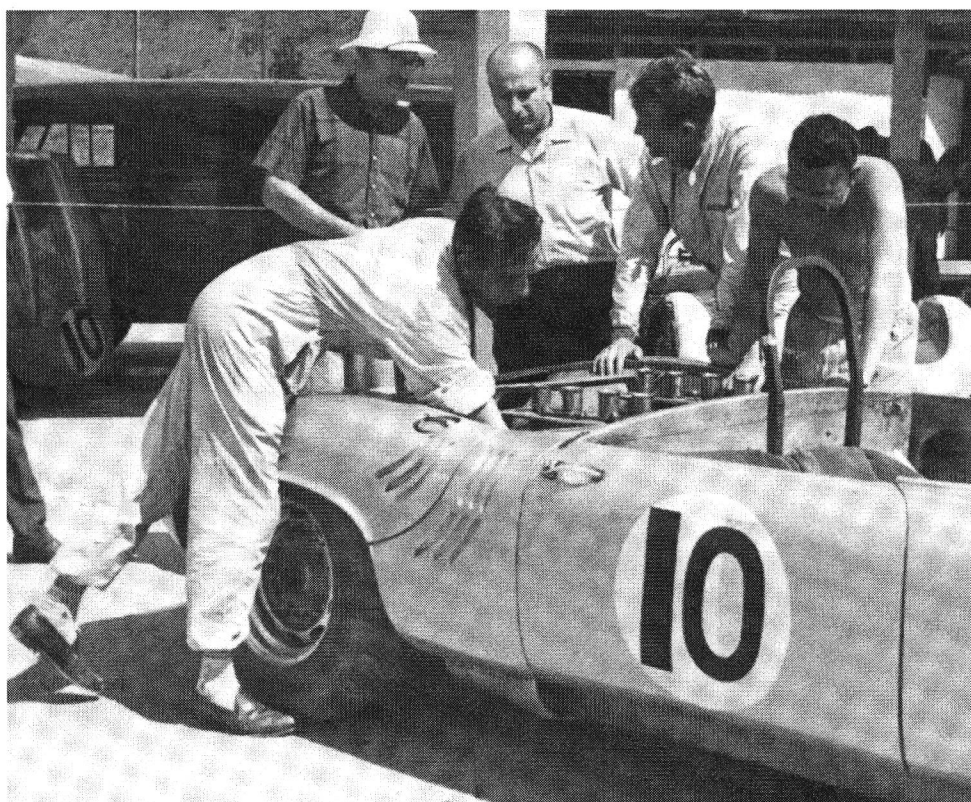
Even a Stirling Moss would drive for Porsche on the simple basis of a friendly agreement - and it all worked. Driving remained primarily a sport for gentlemen - even for Huschke von Hanstein himself; when he and Baron Pucci won the GT class in the 1959 Targa Florio (third overall), or the two-liter class in Daytona in 1962. And in 1973 he again drove world class records on the Volkswagen test track at Ehra-Lessien, in a 911 Carrera.

The list of race driver names from the era of Huschke's race managing days is a long and colorful one: Stirling Moss and Count Trips are found there, Giovanni Bracco or Karl Kling, the Rodriguez brothers and Masten Gregory, Lucien Bianchi and Willy Mairesse, Olivier Gendebien and Maurice Trintignant, Carrol Shelby and Innes Ireland, Graham and Phil Hill, Umberto Maglioli,



Bruce McLaren, John Surtees, Harry Schell, Count de Beaufort or Jean Behra, Joakim Bonnier and Dan Gurney. And naturally the regular German Porsche drivers such as Richard von Frankenberg or Hans Herrmann, Herbert Linge and Gerhard Mitter - or Edgar Barth for whom Huschke smoothed so many paths following his move from the east. Huschke always avoided major politics, yet he found a field where he could develop his diplomatic talents: sports politics. This only came about officially after his retirement from Porsche's service. He became Sports President of the Automobile Club of Germany and President of the national motor sport commission. And as Vice President of the International Automobile Sport Association (FISA), he is one of those wise men whose combined wisdom holds together the structure of motor racing - despite all diffusing tendencies.

When it comes to the future he is not very optimistic: "The sport, and not only automobile sport, has become so materialistic that what used to be the most important factor, namely the contact with friends and colleagues, has dropped further and further into the background. And the higher one looks up the pyramid, clear to Formula 1 at the apex, the more desolate the view



Race manager contacts with all top drivers of the era: Hanstein with Jean Behra (top), with Stirling Moss (middle) and with Joakim Bonnier (below) as well as with Juan Manuel Fangio (left). Huschke von Hanstein was there when Fangio was kidnapped in Havana in 1958, only to be returned, unharmed, a day later.



becomes.” This statement is not really surprising at a time when lawyers had to be called in to keep GP arguments within bounds.

Will motor racing be a pure business some day, no more than bargaining for money? “I am fighting that but I don't know how much I can help.” Some time ago Huschke von Hanstein and Count Lurani originated the Gran Turismo category which still offers the best chance for broad-based sport, one which might be affordable and fair. “Let's hope the regulations we put down on paper today will function. Some developments seem dubious to me. In rallying for instance where almost nothing is done for spectator safety. It reminds me fatally of long-distance races many years ago when we drove at 125 mph only inches from ranks of spectators.” The Mille Miglia which Huschke von Hanstein won in

1940, at an average of 168 km/h (104 mph), was the fastest race of its kind because, as an exception, it was not held over the Brescia-Rome-Brescia route, but on a road triangle of Brescia-Cremona-Mantua-Brescia, over ten one-hundred mile laps. Today Huschke pleads for endurance runs on well-secured circuits and for vehicles which are similar to production cars to a large degree. He considers homologation figures of 200 units too low: “You can get rid of that many within the dealer network. The result is unrealistic racers. But unfortunately I was outvoted” Even so, von Hanstein hopes Porsche will manage to set a new accent through race sports cars close to production standards.

Huschke, not precisely a rare or unwilling partner for reporters, made headlines again in 1980 when he fell

during a bicycle race. One couldn't accuse him of doing it intentionally - but it was a typical way for him to celebrate his seventieth birthday. On that occasion there were many honors and many flowers, early in January 1981. One bunch of flowers was particularly appreciated: seventy long-stemmed roses from Sobieslav Zasada in Poland. During the sixties Zasada won many rallies in Porsches.

Is there a secret to Huschke's unrelenting activity? “When I do something I do it from conviction - and that keeps me flexible.” Ursula von Hanstein says, nobody can sleep as well as he does. “He has nerves like soft noodles.” It is undoubtedly a basis for a long life. However, Huschke von Hanstein never slept through any event. When it mattered he was always there.



Wanted: Early Gruppe Newsletters

In the attempt to collect data on the 356 Motor Cities Gruppe past and obtain cover images for the newsletter web pages section, I'm looking for these specific numbers:

“Newsletter”

1995: Autumn, Year End issues
1994: Spring
1989: March, June, Nov

“Three-Five-Six Forum”

1988: Spring, Fall
1987: -All-
1986: Spring, July, Nov
1984: Winter (Nov/Dec) issue

These are the missing spots currently marked by placeholders in the web pages. If you have any of these, I would like to borrow the issue for a short time and will then return same to you.

Thank you,

Gottfried Hogh
ghogh@provide.net
734-930-0609



vintage munks

Striving for perfection since 1971,
with no end in sight.

248-335-5424
www.munks.com





The Zen of Neat-o

by Brad Richards

photography by Gottfried Hogh

Called the Type 60K10, this Porsche designed aluminum bodied car was purpose built for the ill fated Berlin to Rome race of 1939. It was also the first car to bear the Porsche name by itself.

Ferdinand Porsche was likely responsible for convincing the Germans to plan this most outrageous race. In an attempt to cement the bond between countries, Hitler approved of the endurance race between Germany and Italy. This rally would be a 1300-kilometer race for any two-seat vehicle. It was to start in Berlin with the cars racing south over the newly constructed Autobahn to Munich. Moving through Austria, the cars would negotiate the Brenner Pass into Italy, racing over closed public roads to the finish line in Rome. Going through three nations, capital to capital, this race offered tremendous publicity for Porsche, the Volkswagenwerk and its recently proven KdF-Wagen.

The German Government commissioned Porsche to build three sportscars based on the Type 60 (the KdF wagen, or, VW) chassis. Added to the Porsche firm's register in September 1938, it was officially called the 60K10 but unofficially it was known as the Type 64. 60K10 stood for: 60—the Type 60 KdF-Wagen design. K—coachbuilt (karosserie) bodywork. 10—it was the 10th variation of the KdF-Wagen body. Porsche's design chief, Erwin Komenda, designed the streamlined body using roof and door lines from the VW and then unknowingly got a head start on the 356/02 with his design of the fender lines. The 60K10 resembled the Type 114 somewhat by keeping the window pattern, rear deck louvers, and front deck surface embellishment of the standard VW. These details were critical if the three cars were to have any value in promoting the KdF-Wagen. The first sketch was complete on September 19, 1938, and a clay model was formed

for final approval. The design was then given to the Reutter in Stuttgart for the construction of three aluminum bodies. The Type 60K10 design was a combination of standard KdF-Wagen mechanical components with a highly stylized aerodynamic body. The planning already done at Porsche on the Type 114 sports car provided a great deal of the engineering work on the 60K10. The tubular chassis, brakes and suspension of the KdF-Wagen were used for the platform of the 60K10, as Porsche had extreme confidence in its durability proven during the VW30/VW38 testing phase. Modifications were made, however, to the engine, carburation, wheels and body. Wider 5.25 x 16 tires were fitted for better performance instead of the KdF-Wagen's thin 4.50 x 16 tires. The 985cc flat-four was increased to 1100cc, larger valves were fitted with higher compression and dual carburetors brought the KdF-Wagen's stock 25 horsepower engine to a respectable 40 horsepower. It was also designed to be reliable at peak output to take advantage of the roads that were to be used for the race. Once the new streamlined body was fitted, which reduced the weight by 450 lbs. (1200 lbs. total weight), the 60K10's top speed reached 91mph, producing a highly competitive sports car that could maintain that pace on the autobahn between Berlin and Munich.

Each of the three Type 60K10 cars were hand built, and therefore each had minor cosmetic differences. The roofline was so narrow, however, that at first glance it looked like it could only accommodate a single seat. Because the race standards required a two-seat design, the cockpit featured the driver's seat almost central in the body, while the navigator's seat was angled behind the driver. This set up proved to be quite cramped, but it served its purpose in satisfying the rules. Fender skirts were put on all four wheels to maximize aerodynamics and to achieve a

higher top speed. Quick release fasteners were used on both hoods and fender skirts for quick access for engine tuning or tire changes. The engine lid was hinged at the left edge and pivoted off to the left for easy access and the door windows slid back to produce a 2" opening for better cockpit ventilation.

With Germany's decision to invade Poland on September 1, 1939, the Berlin-Rome race was cancelled and the true test of the 60K10 would never be proven to the world. Luckily, the three sports cars were used as daily transportation for Porsche and KdF staff from 1939-45. It is obvious that the 60K10 project influenced Porsche's post-war design and development of the 356 in Gmünd. The old Professor was imprisoned by the French and not able to influence their later work, but Ferry Porsche, Karl Rabe and Erwin Komenda had certainly been paying close attention. When the Professor's ransom was paid to the French and he returned to Gmünd, his only words after inspecting the type 356 were "I would not have done anything differently".

Driving a 60K10, Professor Porsche and his chauffeur once made it from Fallersleben to the Hotel Bristol in the middle of Berlin in one and one half-hours. That is a door to door *average* speed of 85 mph! The last 60K10 survived the war and was sold in 1948 by Porsche to Austrian racecar driver Otto Mathe for 32,000 shillings. Mathe's arm amputation required converted to right hand drive, but the only surviving car enjoyed racing success through the 1940s and 1950s. It was retired and eventually restored in the 1980s and is occasionally seen at historic races in Europe even today. The 60K10 design provides a unique look at an obvious but largely unnoticed link in Porsche's design programme which led ultimately to the development of our beloved 356.

BRAD

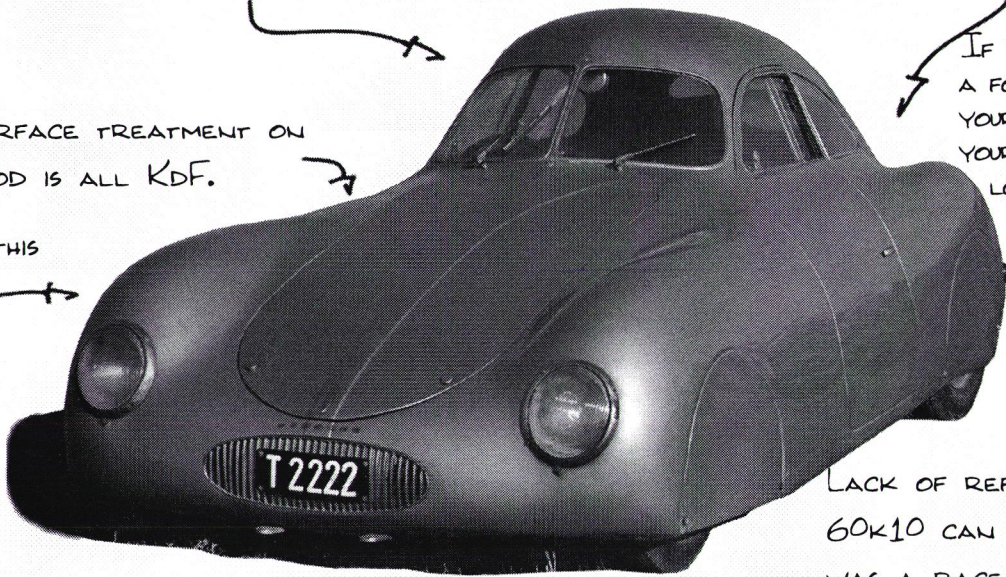
SOME CALL IT WEIRD—SOME CALL IT UGLY—I CALL IT FUNCTIONAL!

NARROW GREENHOUSE + A WIDE TRACK = TALL DOORS

SURFACE TREATMENT ON HOOD IS ALL KDF.

WE ALL KNOW THIS FENDER!

IF YOU REMOVED ABOUT A FOOT OF WIDTH FROM YOUR ROOF, THIS IS WHAT YOUR REAR END MIGHT LOOK LIKE



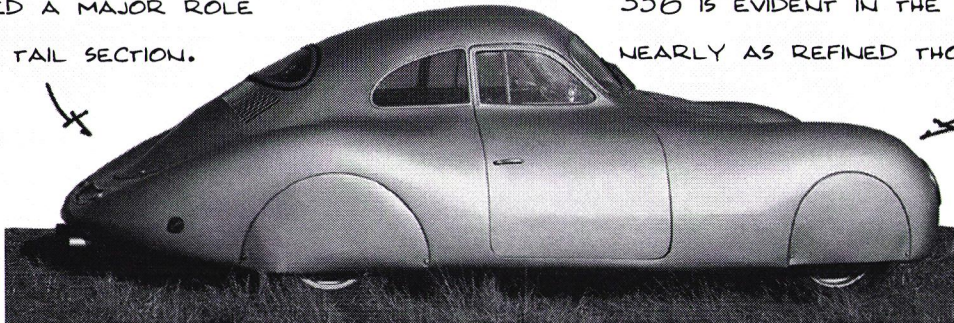
LACK OF REFINEMENT ON THE 60K10 CAN BE FORGIVEN—THIS WAS A RACE CAR!

GRILLE LOOKS SO OUT OF PLACE ON THIS FAMILIAR FACE.

FRONT WHEEL IS PUSHED SO FAR FORWARD THAT PLAN VIEW IS ALMOST SQUARE AT THE NOSE.

AERODYNAMICS PLAYED A MAJOR ROLE IN THE DESIGN OF THE TAIL SECTION.

356 IS EVIDENT IN THE SIDE VIEW—NOT NEARLY AS REFINED THOUGH



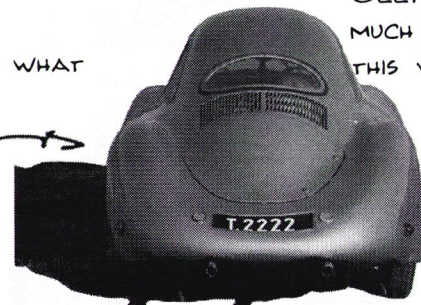
SKIRTS OVER WHEEL OPENINGS ADD MILES TO THE CAR'S RANGE.

REAR VIEW REVEALS KDF WAGEN ORIGINS.

I ALSO SEE A LOT OF THE ORIGINAL BEETLE. NOT TOO MUCH 356 FROM THIS VIEW.

THIS CAR HAS LOADS OF WHAT WE CALL "SHOULDER"

WHAT A FUNKY DESIGN—IN SOME WAYS IT LOOKS AS IF A KDF WAGEN FLOWED INTO THE BACK OF A GMÜND COUPE AND STOPPED DEAD IN THE MIDDLE OF IT!



ENGINE LID OPENING TO THE SIDE IS A NEAT FEATURE—BUT TUNING THE CARB ON THE RIGHT MUST HAVE BEEN REAL WORK.

The 356 Motor Cities Gruppe

Wooden Shoe Roustabout

Spring Tour to Holland Michigan for Tulip Time!
Saturday and Sunday May 10th and 11th

Hosted by Brad and Gabby Richards



We will meet at the McDonald's off Zeeb Road and I-94 (exit 169) in Ann Arbor at 8:30 Saturday Morning for a quick hello and a muffin. We will then be on our way via back roads to Saugatuck and Holland by 9:00am. We should arrive in Saugatuck for lunch by Noon, then on to Holland for some Tulip Time activities, and afterwards to the beautiful Lake Michigan Home of Stewart and Nancy Reed. Stewart designed the Cunningham coupe along with many other vehicles during his long career as Designer/Full Blown Car Guy. He also has a cherry '55 Speedster he managed to put on the cover of Panorama not long ago.

After a calming walk on the beach at the Reed's, Stewart has offered to take us all on a Lake Michigan Garage Tour. We will be visiting a couple of neat local garages that are not typically open to the public. After the garage tours we will make a swift getaway North to Grand Haven for Dinner at one of the Reed's friend's restaurants where a special parking area will be set for our bug slathered tubs. Overnight accommodations are in Grand Haven, please call to RSVP and to receive lodging information.

Sunday we will head home again via back roads with a quick stop at the Gilmore Museum in Kalamazoo. Or straight home. Or explore the west coast of Michigan Via the Historic Blue Arrow Highway. I guess what I'm trying to say is Sunday is ours to create.

Please RSVP to Brad and Gabby Richards at:
734-913-4526
brichar9@ford.com

Visit the online
Parts lists!

**This
Week's
Parts
Specials**

www.stoddard.com

Have you been there today?

13 time

PORSCHE

PREMIER

DEALER 2002

356

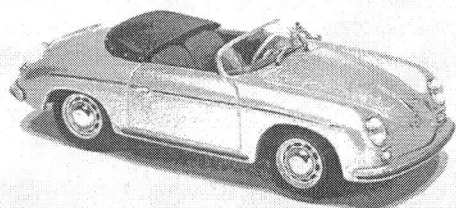
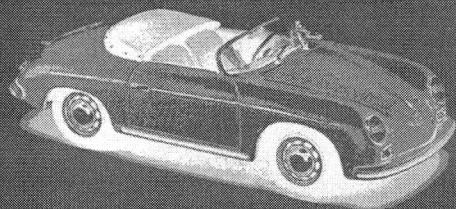
New/Old Stock

Stoddard

Imported Cars, Inc.

38845 Mentor Ave.
Willoughby, Ohio 44094
440-951-1040
fax 440-946-9410

1-800-342-1414



Stoddard

Imported Cars, Inc.

Front Floor Mats (Snap Fasteners Included)

644.551.101.00356A, 356B T5

644.551.101.06356B T6, 356C

List price: \$129.75

Special Price: \$99.95

Tunnel Mat

644.551.111.07356C

List price: \$59.95

Special Price: \$39.95



356 Nose Panel 1/2

NLA.503.011.03 ..Lft 1/2 ..356B T5

NLA.503.011.04 ..Rt 1/2 ..356B T5

NLA.503.011.11 ..Lft 1/2 ..356B T6, 356C

NLA.503.011.10 ..Rt 1/2 ..356B T6, 356C

List price: \$455.58ea.

Special Price: \$375.00ea.

Horn Button

(82mm recess)

644.347.821.01,

356, 356A

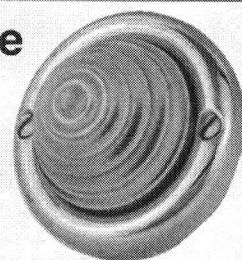
List price: \$85.00

Special Price: \$69.95

Beehive

Light

(SWF)



ORI.631.009.00,
356, 356A (pre T2)

List price: \$85.00

Special Price: \$50.00

Flywheel

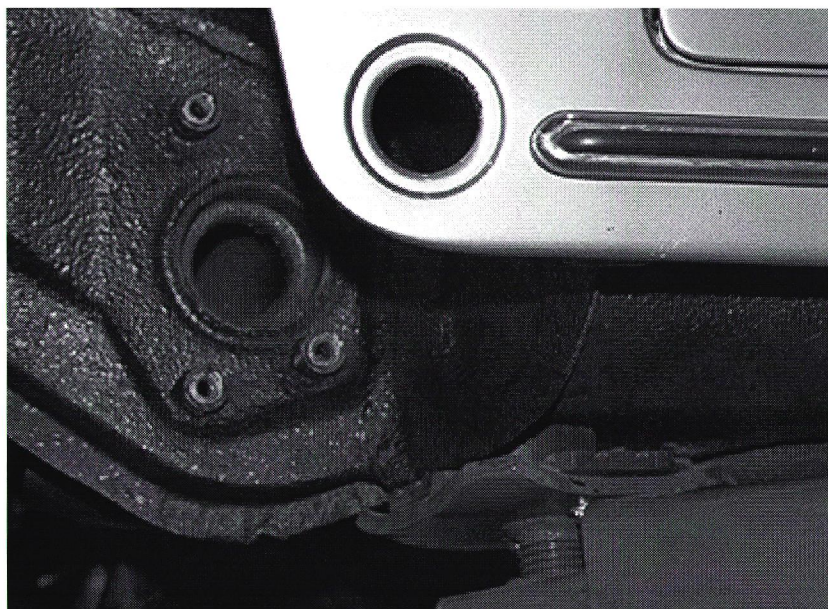
616.102.201.031600 C/SC

List price: \$450.00

Special Price: \$350.00



What has come to be known as The Saturday Morning Breakfast Club really got it's start back in 1988 with the planning of the Great Lakes '89 Porsche Parade. Southeastern Michigan Region PCA was hosting the Parade in Traverse City and Neil Goldberg was the Parade Concours Chairman, among other responsibilities for the event. A number of us who volunteered to help with the Concours as runners, score keepers, stagers, etc. would meet at Stuart Tool Service on Saturday mornings. This was an ideal time because the walk-in business was limited to a few Wagon Men, such as longtime MCG member, Bill Demeter. And because it was Winter, we were all suffering from cabin fever and were searching for some place that offered us two vital needs; physical contact with a Porsche and a warm place to do so. Neil was just a couple of months into Stuart Tool's new digs and



Saturday Morning Breakfast Club

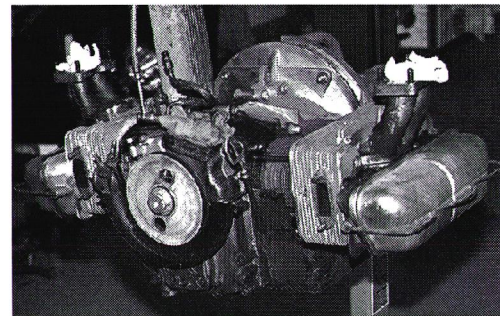
by Dennis Denyer
photos by Gottfried Hogh

Rollin Titsworth had moved his offices, and his 1969 911 and 1970 914-6, into Stuart Tool at the same time. We looked forward to the meetings and those usually consisted of Neil, Rol, Jack Kaminska, Tom Gahman me and a handful of others.

After the Parade, we would look for excuses to return to Stuart Tool on Saturday mornings and when Neil installed his first hoist to work on his own Porsches, the hook was set. As I recall, the first "project" that we worked on was the 1978 928 that Neil acquired from Fred Howard, another longtime Southeastern Michigan Porsche Club member. Around the same time there was a new 1989 911 Carrera 4 that appeared, belonging to Murray Pitt and from then on there seemed to be a steady stream of new faces and new projects. The growing Breakfast Club witnessed such projects as Neil's '65 SC Cabriolet, the '57 A Coupe Outlaw (now belonging to the retired Chrysler Design chief, Tom Gale), the Screaming Yellow Zonker 911 (now in the hands of MCG member Dave Burton), the awesome Black Speedster and the Smyrna Green 356 Carrera 2. And the projects were not limited to only Neil's own cars. Brother John's Silver A Coupe has done time on the hoist, as has Ted Dunham's yellow A Coupe and my Champaign SC Coupe. There have also been many short-term "visitors" to the work area. Murray Pitt's beautiful silver Roadster

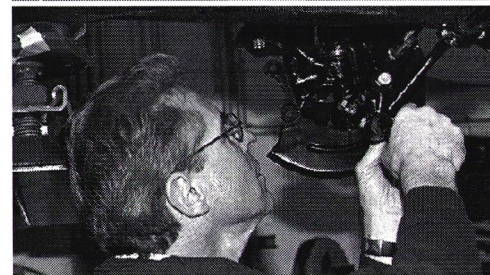
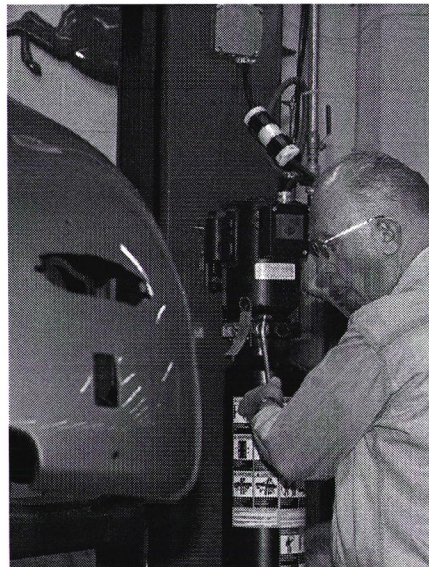
resides there from time to time, as does Ted Dunham's new blue A Coupe. One thing that I don't believe has ever happened on a Breakfast Club meeting is a visit by something other than a Porsche! We regularly get someone's newly acquired Porsche brought over for all to see as well as some newly completed projects from longtime members, just brought by for us to OOH & AAH over. In the nice weather, the parking lot on Saturday mornings include a display of some of the finest Porsches you will find anywhere! There is everything from Fred Young's new 996 Coupe to Dan Christie's spectacular Pre-A Coupe, and just about everything in-between. This display may prove somewhat intimidating for some but I think it is important to see these beauties, whether one's interest are into nice drivers or full Concours winners.

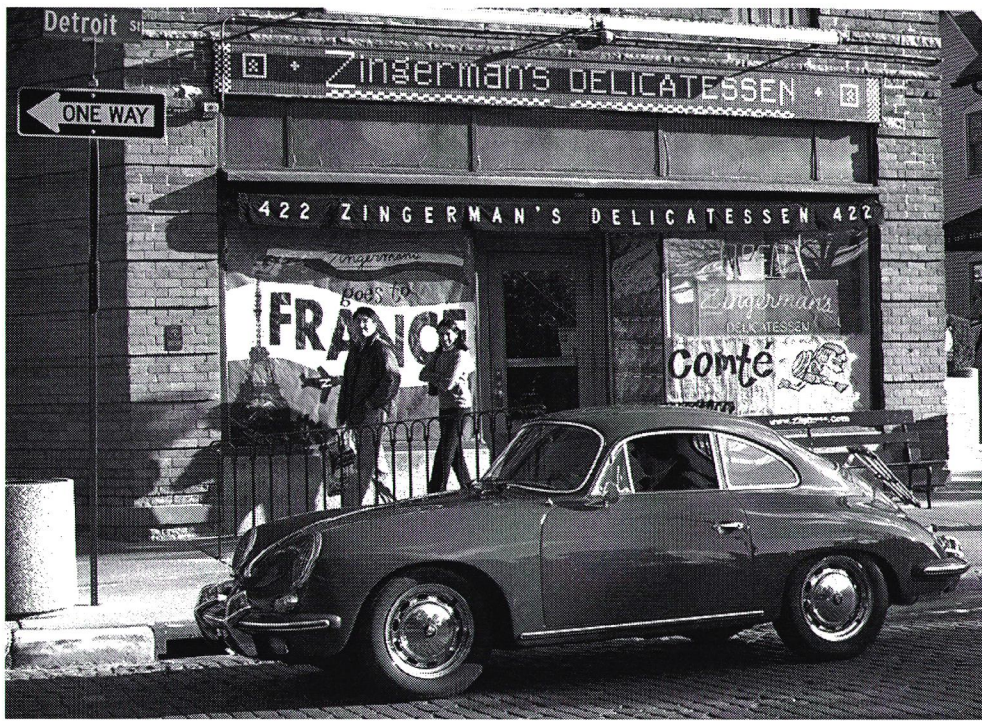
These days, a normal (there would be many objections to my use of the word "normal" to describe any activity or people connected with the Saturday Morning Breakfast Club) Saturday will see 30 to 50 people roaming the work area, drinking coffee, eating bagels and visiting with members, new and old. We can peruse one of Bill Block's newest books, watch F-1 qualifying on the TV or watch over the completion of Barb & Vic Skirmants' newly done C Coupe. The Motor Cities



Gruppe has found that these are the best times for the Trustees to meet because we are all usually there anyway. Come join us, the place is open to anyone with an interest in Porsches and wants to listen to some good stories, outlandish lies and one of Jack Chamberlin's newest jokes.

These gatherings have proven to be an excellent introduction for new members, either into Southeastern Michigan Porsche Club or to the 356 Motor Cities Gruppe. In many cases, this is the first interaction that new members have with other members of either club. It's truly a shame, but these are the only times when the two Porsche groups do get together. Don't be frightened away by the size of the crowd or by the cars that are there, everyone is welcome and we share a common interest, Porsches—even a Cayenne!





Destination: Zingerman's

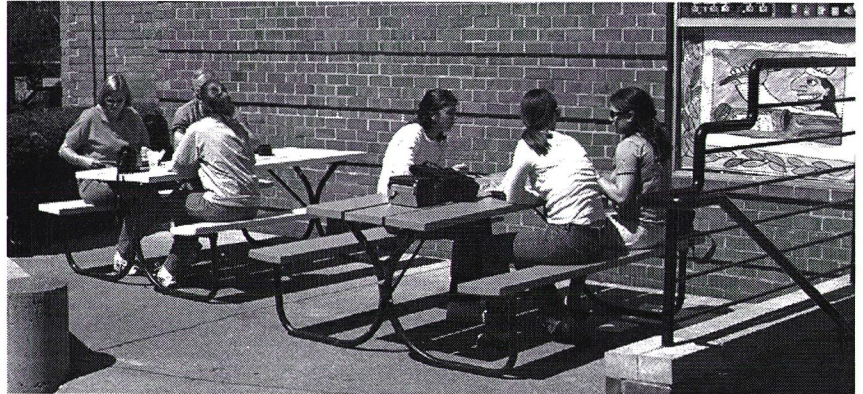
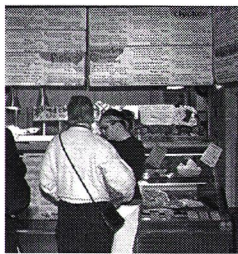
This is the first in a series of "Destination" articles you will be seeing in the issues to come. As 356 drivers we do just that: drive them. Sometimes we go for a drive with no particular destination in mind and that can be a terrific experience; just go where the steering wheel takes us. Sometimes the drives are best when we have a place to go because getting there really is half the fun, at least to us it is. We will be featuring destinations we feel are worth experiencing and are easily reached within a few hours drive from the Detroit area.

For our first Destination we visited Zingerman's Deli in Ann Arbor. Enjoy.

Opened in March of 1982 by Paul Saginaw and Ari Weinzweig, Zingerman's is fast becoming America's best-known Deli. Even *The New York Times* recognizes it as one of the country's top 5 deli's. Located in an historic building near the Ann Arbor Farmers' Market, the Deli got its start with a staff of two, a small selection of specialty foods, a host of traditional Jewish dishes and a relatively short sandwich menu. Today, Zingerman's is an Ann Arbor institution with thousands of visitors every year. The Deli serves countless made-to-order sandwiches with ingredients like Zingerman's own corned beef and pastrami, free range chicken and turkey, homemade chopped liver and chicken salad.

From its inception, Zingerman's has been committed to delivering the most authentic,





traditionally-made deli foods to its patrons and they have not disappointed. Throughout their days at the Deli, the staff consistently works to find the most authentic ingredients and improve their techniques to offer the best deli food this side of the Hudson river. They have always believed that their customers can tell the difference between mediocre and marvelous. The fact that, while competition increases every day, great numbers of food-loving folks continue to find their way to Detroit Street to eat just reinforces that belief.

A weekend visit to Zingerman's goes something like this: Park your car hopefully within 2 blocks of the Deli and wait in a line that runs out of the door. DO NOT let this scare you away as the line moves quickly and you can usually strike up a nice conversation with someone who has probably already been there. Getting a few pointers before hand is never a bad idea. Once inside, you'll have some time to read the large menu hanging in front of the sandwich counter. There are now 100+ sandwiches to choose from—don't worry, they're *all* good so you can't go wrong. Unless you are a big eater, get the half sandwich—which is not a half sandwich per say but a sandwich with a half helping of the ingredients—it is plenty. Do this especially if you are going to sample the many side offerings of traditional deli fare like salads, farmhouse cheeses, estate-bottled olive oils, varietal vinegar, smoked fish, salami, coffee, tea and much, much more. Once your order is placed they

take your name and direct you to the cashier where you will be surrounded by other delicacies you cannot do without. Find a table either inside or outside and wait (not too long) for them to come around calling your name. Now, be ready to eat the best sandwich you've ever had.

The dessert and coffee list is endless but again, whatever you choose will be delicious.

Zingerman's is located at 422 Detroit St. in Ann Arbor. They can be reached at 734-663-DELI and are open 7am-10pm daily.

From I-94: Take Ann Arbor's State Street exit (#177) north to Kingsley. Turn left. They're at the corner of Kingsley and Detroit Streets.

From M-14: Exit at Main Street (Exit 3) Take Main Street south to Kingsley. Turn left. Again, they're at the corner of Kingsley and Detroit Streets.

In 1992, Zingerman's Bakehouse opened at 3711 Plaza Drive Ann Arbor, bringing traditionally-baked breads and pastries to both Ann Arbor and Zingerman's customers across the country. The Bakehouse has an on-site Bakeshop which sells baked goods to retail customers. They are open 7 am - 6 pm daily and can be reached at 734-761-2095.



Zingerman's Bakehouse

“Going Where No Porsche Has Gone Before?”

by Sebastian Gaeta



The caption under this Leonard Turner photo in the Jan. '03 Panorama read “Going Where no Porsche has gone before”.



Porsche file photo from 1956 showing a Porsche type 597 Jagdwagen going pretty much the same place 47 years earlier!

I have a lot of respect for the editors of Porsche Panorama, the monthly magazine of the Porsche Club of America. I believe they do an outstanding job covering Porsche, and their historical accounts of the firm are extremely accurate. It certainly helps to have knowledgeable and talented writers such as Bill Oursler, Bob Rassa, Bruce Anderson, Michael Cotton and the editor, Betty Jo Turner on board. You can then imagine my surprise when I opened the January 2003 issue and saw the words “Going Where No Porsche Has Gone Before” under a picture of the new Cayenne. I find it hard to believe that they don’t know about the Porsche type 597 Jagdwagen, but I would certainly understand if they chose to ignore it in this case. I believe they want the controversy surrounding the new Porsche truck to just go away, and rightly so.

So what’s the big deal? Yes, Porsche has been building the world’s finest sports cars over the last 55 years, but over the last 72 years they have been designing and/or building trucks, industrial equipment, tanks and even tractors. Unfortunately, this fact is lost on the general membership of PCA, which is understandable. As 356 drivers we tend to be historians and are a bit more in tune with what happened in the past, while the majority of PCA members drive much newer models and are more in tune with the

current events than we are. And, for the most part, they tend to look at the older vehicles as quaint, but not anything they would be interested in owning. And I have no problem with this at all; to each his own. What really amuses me, though, are the angry letters I have read in Panorama over the last few years from “disgusted” PCA members who are horrified by the fact that Porsche is building a truck. Their letters usually start out “As a long time and devoted Porsche fan who has owned two 944’s and a 1993 911, I am really upset about this whole SUV thing...” Thrown in for good measure are statements like “the company has sold its soul for some short term profits...they’re getting away from what they’ve always done before...not in a million years did I think I would see a Porsche truck”.

Sorry, but you are 47 years too late; the Jagdwagen, meant to bolster the company’s coffers, was built starting in 1956. Porsche built the Jagdwagen for the sole purpose of making money—just like the Cayenne. Funny, what might be fondly viewed as a project to help the company survive during 1950’s is looked upon as corporate greed today.

The APCAM (Angry PCA Member) is also put off by the published transcripts of speeches by Porsche execs discussing fi-

nancial matters at the Porsche firm. The APCAMs cannot believe their ears when a Porsche exec says the words “profit”, “revenue”, “cashflow” or “bottom line” in a speech. They only need to read the chapters regarding early 356 models in Conradt and Ludvigsen to see that, within the Porsche firm, financial concerns of this nature are nothing new, they just did not have shareholder meetings back then that made these statements public record.

Ferry Porsche was a “car guy” and car guys should run the auto companies. But Ferry Porsche was also an astute businessman who never lost sight of the fact that if they did not make money, there would be no more Porsche. The same is true today. Porsche remains the smallest independent auto manufacturer in the world, but until now they survived in the most fickle of car markets—the two-seat sports car. If the Cayenne makes them a tidy profit that allows them to remain independent and build the cars that the APCAMs love, then long live Cayenne!

If people don’t like Cayenne it because they don’t like SUVs, fine. But they shouldn’t dislike it because of some romantic notion that Porsche has only ever built handmade sportscars by master craftsmen with the lord Ferry presiding over the sacred ceremonies. Those days ended soon after Gmünd. The

Porsche firm has been doing business since 1931 while Porsche Konstruktionen GmbH has been at it since 1946 (building cars since '48). And, as we learned earlier, they really should not dislike it because Porsche is "getting away from what they've always done before".

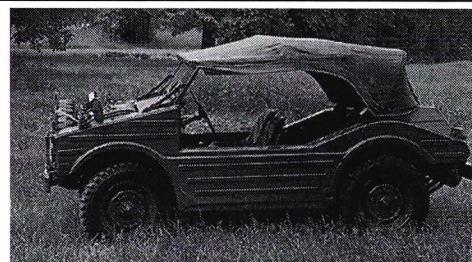
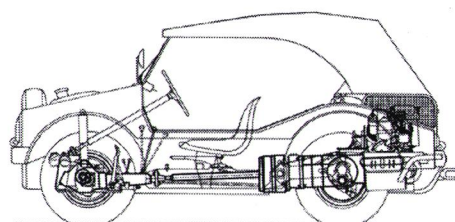
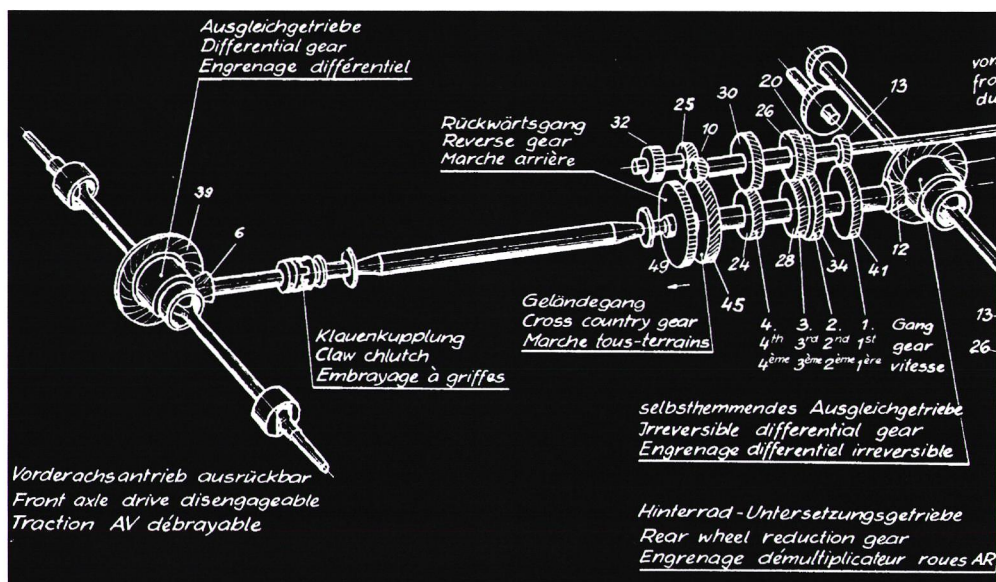
"Before" is a long, long time.

Before the Cayenne there was the type 597 Jagdwagen, before that there was the Porsche Tractor, before that there was the VW Kommandeurwagen and long before that the C-tow, a large 4 wheel drive truck used for towing large pieces of machinery. In between each of those projects there was some sort of 4 wheel drive or truck like vehicle. Seems that they're actually getting back to their roots! But the real story here is the fact that most APCAMs think that Porsche has never built a 4 wheel drive truck.

Now for some history. Although well into the sportscar business in the mid-fifties, Porsche still looked for ways to earn more revenue through contract engineering and manufacturing. The Jagdwagen, or Hunter car, was a 4 wheel drive 4 seat vehicle meant to earn a military contract with the German government. The Jagdwagen was not just a beefed up version of the Porsche designed VW Kübelwagen, but a completely new vehicle. The Jagdwagen was also offered to the public as "light cross country car that will carry four passengers over hill and dale to hunting lodges or fishing spots".

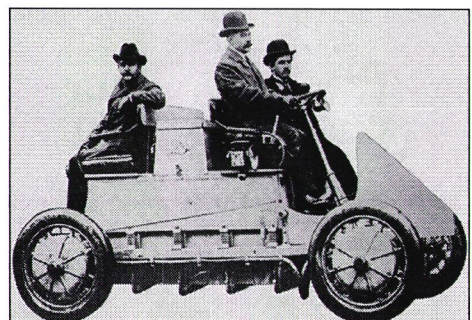
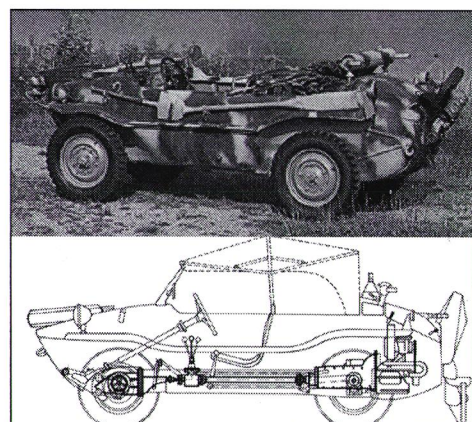
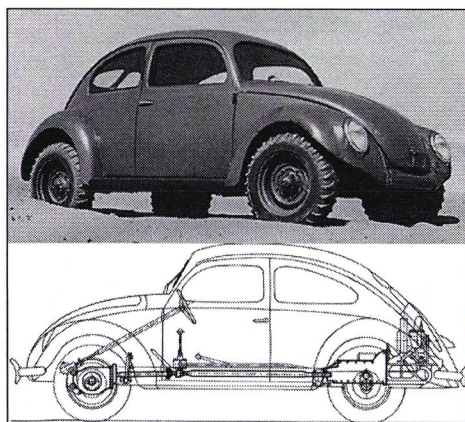
In all there were 72 Jagdwagens produced with many still surviving today (Myron Vernis, a PCA and Registry member from Akron, Ohio owns at least two of them, as well as some Porsche diesel tractors). The fact that the Jagdwagen was a low production vehicle makes it no less a Porsche. It was assigned a type number just as the Gmünd built cars, the type 917, the type 540 America Roadster, the type 550 and subsequent Spyders, 911 Carrera RS's and RSR's and finally the type 959 4-wheel drive supercar, so let's put any of those arguments to rest; I'd say it sits in pretty good company.

Granted, Porsche has made the lion's share of it's profits (sorry) and built their reputation on sportscars, but let's lighten up about the Cayenne. If you still don't like it for whatever reason, at least be thankful that the revenue earned will keep Porsche independent, which is what we all want anyway. Even those of us who don't own any Porsche models built after the 356 want the company to not just survive, but to thrive.



At top is a drawing of the Porsche designed 4 wheel drive system used in the type 597 Jagdwagen. A separate clutch allowed the driver to engage the front drive system. Above are two images of the type 597: on the left is a drawing showing the physical layout of the 4 wheel drive system, on the right is a profile shot of the truck.

Below are some photos of other Porsche built and/or designed 4 wheel drive vehicles. Clockwise from upper left: The VW (Porsche type 87) Kommandeurwagen. The VW (Porsche type 166) Schwimmwagen. The first vehicle Porsche ever designed, the Lohner-Porsche driven at all 4 hubs! The C-tow, used to lug around all sorts of heavy equipment.



The Gruppe web has now been accessible for about three months. I considered it appropriate to now briefly describe the past development and current status, with an eye toward further progress on the Gruppe's 'net presence.

During the November 2002 Staff meeting it was authorized to be a vehicle for projecting the Current Events Calendar information in an easily updatable form, accessible to the members (with an Internet connection). The web site would also serve as a presentation of items for sale in the "Goodie Store" and by members, in the "Classified" web pages. The latter two areas have languished, but some other pages have made up for them in activity.

The most promising and best developed area so far has been the Member Pages, where we currently have some 40+ images of our cars under a Gruppe member's name, occasionally with a small portrait image representation. These pages are both standardized and in some ways can be or become highly individualistic. They are designed to be updated on an irregular basis, and currently they are linked in alphabetical order. The member pages can also be reached via a couple of over viewing "Selector pages" that feature small, thumbnail copies of the main member page image.

One plan I have is to develop an additional linking structure based on the manufacture date of the 356 on the member page. That will allow a viewer to move forward or backward in time, from the page and 356 model currently being viewed. While I have gone into my photo collection to start the member pages, I'm also very open to images Gruppe Members bring to this series. The best example so far to illustrate this is Heath Hurlbert's contribution of three great images for his beautiful America Roadster (see image at far right). I had initially only a single digital photo image of his low black Speedster, but he was kind enough to email to me the three JPEG files on the America Roadster. With that example I would like to encourage other Gruppe members to contact me (ghogh@provide.net or 734.930.0609) and arrange to send me their 356 photos for display on a Member page.

Another area of our web pages that is well on the way of being a standard content item is what I call the web cover image. This is somewhat analogous to the cover photo on our paper newsletter publication. With this I hope to continuously put a fresh photographic face on the home page of our web site. At present the image is set to be updated on a regular 10 day (or so) interval, specifically on the 5th, 15th, and 25th of every month. There is a small array of five thumbnail images to illustrate the previous two and upcoming two web cover photos. By the way, all older images will remain accessible in a linked series going back to the first cover photo of the Denyer Brother's 356 coupes in front of Concordia University. There is also a brief text description of and additional images from the events surrounding the particular cover photo.

And speaking of cover photos, another region of our web site is devoted to displaying the development of the Gruppe newsletter, from its early days as the "Three Five Six Forum" under the redaction of Ron Roland, to the current "Auspuff Roar" under the editorial leadership of Sebastian Gaeta. I've had a lot of

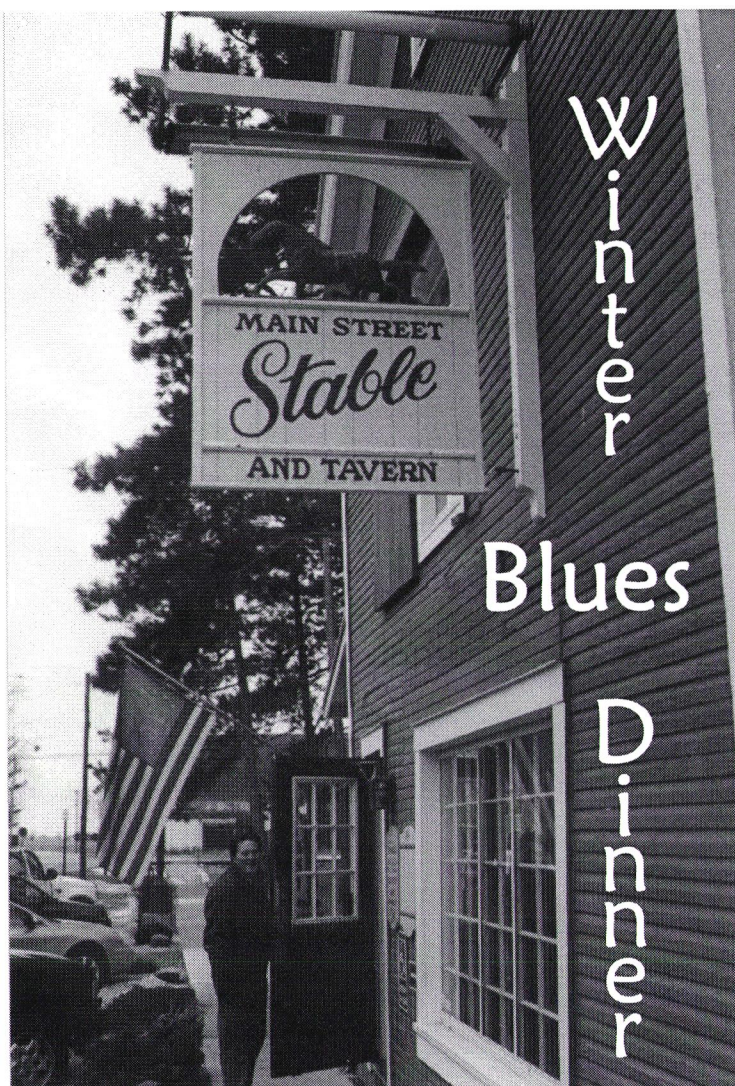
fun doing those pages, since developing them has given me an insight into the past 22+ years of the club; I'm going to fill in this region as I gain (with your help) a better historical perspective on the Gruppe.

In all, the feedback I've received from both Gruppe members and outsider has been quite positive so far. While still lots of work needs to be done, I've committed to develop and maintain the site for at least two years, and probably a few more after. Over that span, with your critique, your information, and our photos, I'm looking to make it a window into the 356 Motor Cities Gruppe world.

Gottfried Hogh

The screenshot shows the website's interface with a sidebar on the left containing links like "2003 Events", "Latest News", "about the Club", "Membership", "Photo Gallery", "Classified", and "Goodie Store". The main content area features a large photo of a man standing next to a silver 356 convertible. Below the photo is a "Web Site Photo Gallery" with several smaller images. At the bottom, there is a "Member Pages" section with a list of members and their cars, and a "Who we are..." section with a brief history of the club.

The collage consists of three distinct images. The top image shows a silver 356 convertible on display at a Chrysler Technical Center in Auburn, MI. The middle image is a car invoice from "356 Motor Cities Gruppe" for a 1953 356 Roadster, listing details like the car's color (black), engine (1.8L), and transmission (4-speed). The bottom image shows the same car parked on a street in front of a building, with a man standing next to it.



“About seven years ago, Bill and Sher Toburen hosted the first Winter Blues Dinner thinking it might ease things a bit, and they were right.”



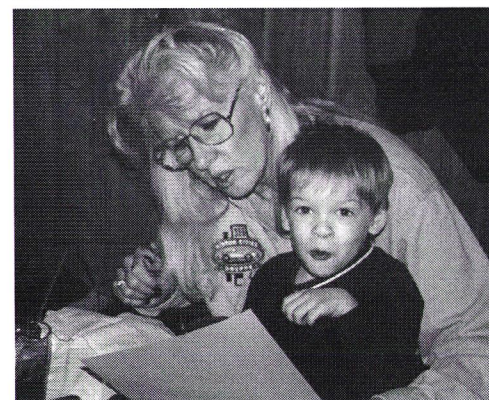
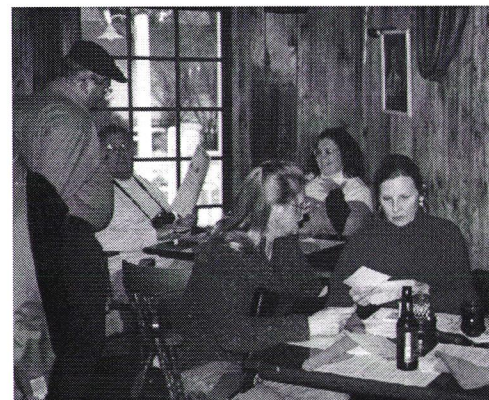
If you live in the Snow Belt there are *some* good things about winter; you just have to be in the right situation. If you live near the mountains and like skiing, you're all set. If you ride snow mobiles, ice fish or are a photographer, winter can be a terrific time of year. If you are a vintage car enthusiast with nothing more than a place to store your car(s), winter can be a long and tedious season to endure. If you are one of the lucky few with a real shop a la Goldberg, Toburen, Buko, Dunham, Milliken, or Smedberg, then winter can be a good time to catch up on your projects. Unfortunately, I just named nearly everyone in the Gruppe with a real live shop. The rest of us just store 'em.

The winter of discontent.

About seven years ago, Bill and Sher

Toburen hosted the first Winter Blues Dinner thinking it might ease things a bit, and they were right. It was a fantastic get together that was the first time many of our members had seen each other in months. The tradition continued including last year's dinner at the Cadieux Café that featured Feather Bowling, a Belgian pub sport. This year's event was different from those in the past in the fact that the dinner was preceded by a bit of antique shopping. The town of Blissfield, Michigan was this year's location, and I was wondering just how in the heck we could possibly stay occupied for 3 hours before dinner looking at a couple of old chairs. I certainly was not expecting what we encountered. This antique mall was four buildings, three stories each, joined together to form one large mall. Al-

(Continued on page 26)



though the fare was pretty typical of country antique stores—"a thin line between antiques and old s#*t"—there were some great items to be found hiding among the shelves. Toby found a Buck Rogers style "Gulf" rocket which, since he collects Gulf memorabilia, is good. Many others found that needle in the haystack and were extremely happy with their luck.

I counted no fewer than 10 Porsche model cars of various scales around the multitude of store cabinets. None of them tempted me enough to buy them, but it's always fun to see how many you are able to spot.

The find of the day may not have been at the antique store at all, but at the Raisin Valley Model Railroad Club. The building is owned by one of the 18 club members. He uses the downstairs as a warehouse while the upstairs serves as model train heaven. Ted, Toby and I wandered into a labyrinth of tracks running through (literally) small towns, over rivers, mountains and through tunnels a half mile long (in scale). This neat little place seemed to be a great way to spend dreary winter days for these enthusiasts. See the sidebar at right for more details.

Dinner was at the **Main Street Stable & Tavern** and they were kind enough to give us our own room. The large windows gave us nice lighting and made us feel as if we were not just shoved into an overflow area. The meal was delicious and the company even better. The success of these Winter dinners is growing and it looks like the event will become one of our permanent gatherings in the coming years.



Raisin Valley Model Railroad Club

At the Raisin Valley Model Railroad Club, you will find over 1,200 feet of track with up to fifteen trains circling at the same time. The trains run through mountain scenery filled with bridges and tunnels surrounding scenic little towns nestled in valleys.

Alan Mitchell of the Raisin Valley Model Railroad Club explains, "We go for realism. We actually have a computerized system that drives the signal. The engineers have to obey the signals to keep from having a train wreck. Although we don't cause any death and destruction with our train wrecks, whoever has one sure gets a lot of harassment."

The club was founded 15 years ago and has eighteen members. Each has a different role: one may build tracks, another trees, or someone just works the computer system. Members say the layout will soon double in size. All of them are proud to be kids at heart. Jerry Domschot is a train buff, "Why? I've been playing with them since I was six years old. Everybody got a train for Christmas way back when."

Big boys playing with little toys. That's the Raisin Valley Model Railroad Club in Blissfield. The club is located at 115 East Adrian Street in downtown Blissfield. For more information call 517-264-5705 as the display is open to the public about one weekend each month.

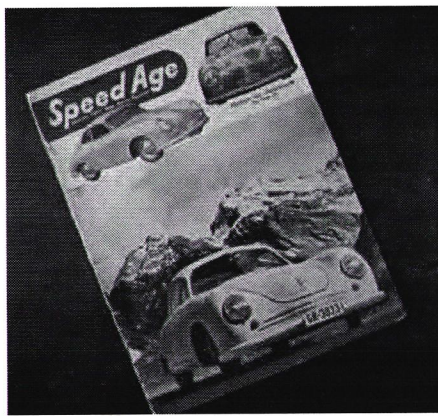


<http://www.rvmrc.org>

FOR SALE

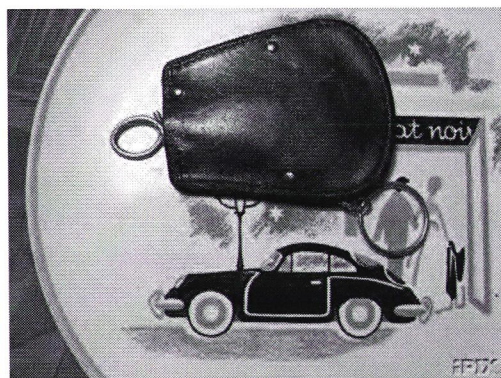
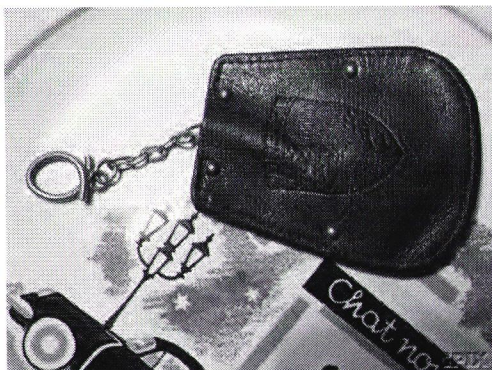
1959 356A Coupe Vintage Race Car #108305

Regretfully, I must sell my Silver 1959 356A Coupe vintage race car, #26. This is not an easy ad to write since this car has been my buddy for 6 racing seasons. It is very fast; one of the few "A's" that can keep up with the later 356Cs. Vic Skirmants recently built the complete race engine with his racing pistons, new billet 7805 cam and magical heads at 11.8:1 compression, etc. Skirmants has also rebuilt the 741 trans with the Guard Torque Biasing limited slip. It has all the tricks: disc brakes, fuel cell, fire system, 12v, etc.; everything documented, many new parts. Body & fenders have not been modified, stretched out or fiberglassed. Five log books included: SVRA, VSCDA, PCA Club Racing, SCCA, CASC/VARAC, plus car, engine & tech logs. Originally delivered to Sweden, then onto England, Canada and the USA. It has been raced since 1987. Racing times are excellent & always competitive. Examples of my best times are: Watkins Glen: 2:28.34, Mid-Ohio: 1:53, Waterford: 1:20.55, Gratten 1:35.44, and with the right driver, times could be better, because this car has more to give. Turn-key race car. \$35,500 obo, some spare parts included. Spare race engine to be sold separately. Will consider trades for presentable Convertible D, '58-'59 sunroof coupe or cabriolet. Possible delivery, depending on location. John Chatley, 356 Registry Member #6578, Lake Orion, MI 248-693-6030, john@chatleycreations.com Photos via email.



Speed Age Vol.5 #1. Excellent condition. Normal wear. Flat and secure. 52 Pages. Feature articles include: Midgets In The Garden; New Porsche "356" Sports Car; Cycle Thrills; Daytona Stock Car Run; Monte Carlo's Big Splash. Much More. Vintage photos and ads.

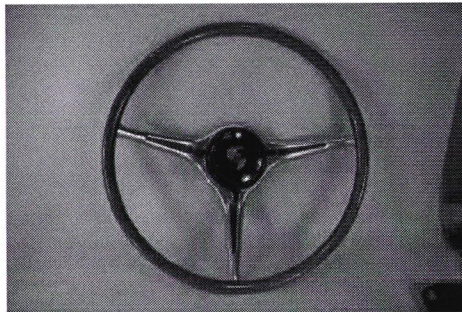
SOLD FOR \$34.56



This Porsche leather pouch is still in good condition. The stitching is intact, but one rivet is headless on one side. The Porsche plate will be for sale also, but is not part of this auction. Thank you for looking. **SOLD FOR \$635** with 10 bids placed.

eBay®

WATCH

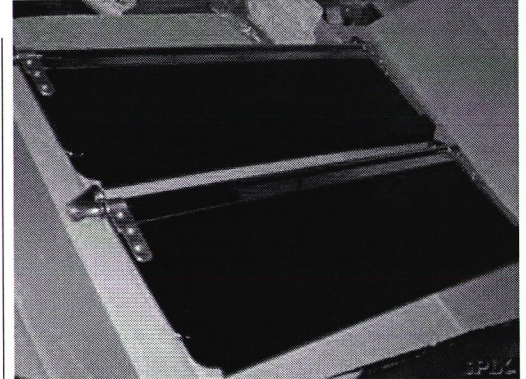


The experts will affirm that this is one of the absolute rarest of all 356 Porsche wheels. This is a genuine piece and NOT a reproduction. The segmented GT Carrera wheels for the B/C model are rare to begin with, the non segmented example offered here is even rarer still and only a handful are known to exist. I have never seen one offered for public sale before now. The wheel is original and unrestored, the condition is suitable for the highest standard restoration. Not for the fiscally squeamish. Questions freely answered regarding this wheel.

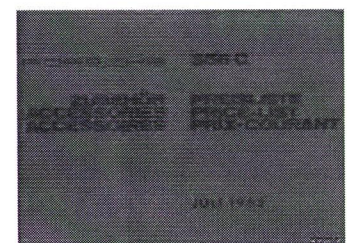
NOT FOR THE SQUEAMISH IS CORRECT! THE RESERVE WAS NOT MET AT \$3,850 WITH 28 BIDS PLACED.



This is an ADAC Night race badge from 1962-The race was the "III Nachtorientierungsfahrt" held by the ADAC club BMC WUPPERTAL on 10-27-62. The badge is in good condition and is 3.5" around-nice item! It was given to the entrants of this race only, never sold!



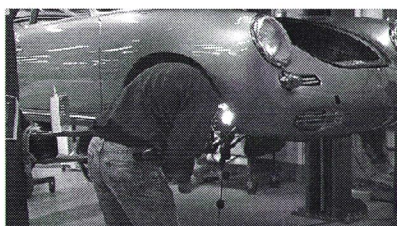
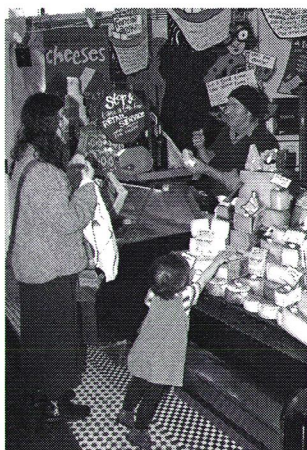
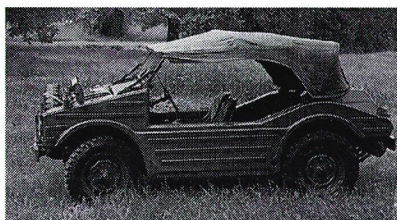
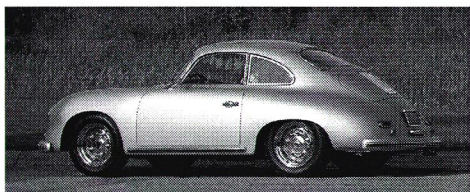
Set of complete sunvisors for early Porsche 356 from PreA to A models until 1957. The plastic inserts are best reproductions, the frames are produced 1:1 to the orig. and are chromed, the mountings are high polished stainless steel. They are excellent in its fitting and optik. Very nice item, you bid at these which the picture shows. I can't answer at you questions, because I am at vacation until the 13 Febr., so after this I can respond. I accept paypal and the insured shipping in the States is 30 USD. Please send me your full shipping address via Email and I send out the package after receiving payment. **SOLD FOR \$212.50**



This is the factory issued accessory book that was supplied in the glove-box package with every new car. In German, English and French languages, this is a rare, hard to find 356 item that should be in a glove box somewhere. Selling in USA only, \$2.00 shipping. **SOLD FOR \$36.70**

MOTOR CITIES GRUPPE
4070 BROOKVIEW COURT
ANN ARBOR, MI 48108

AUSPUFF ROAR



INSIDE THIS ISSUE