

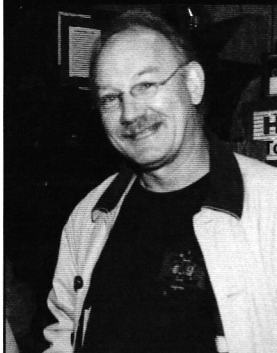
Auspuff Roar

April/May 2006



PRESIDENT'S LETTER

Michael Heilmann



Harry Pellow once said "there's Nooooooooooooo Computer in the WORLD that can tune up a 356 Porsche! ONLY a HUMAN can do it." And that, my friends is what the 356 represents to me. This eternal form that we love was not designed on a CAD CAM program. The car has an elemental human simplicity to it. The Porsche 356 is a handcrafted art form that we get to drive and enjoy. Run your hand along the rear fender line and you can feel the handiwork speaking to you. In fact, I choose not to put a car cover on my own coupe.

This is my first column as President of the Motor Cities Gruppe. I am honored to serve and I would welcome your personal suggestions to making this year as successful as previous years. Dave Petersen leaves this post as President to devote his considerable talent and time to organizing the upcoming 2007 ECH Holiday at Boyne. This event will be the 356 Holiday that will be remembered for decades to come. The Holiday is set in the spectacular scenery of Northwestern Michigan. Our family is looking forward to it. Our Club will need help and lots of it. So mark your calendars, schedule your vacation days and commit to a committee assignment. I will promise to ask each of you what you are helping with. Dave is joined in this effort by the current planning team of Dick Beecher, Ted Dunham, Heath Hurlbert, Harry Kurrie, and Barbara Skirmants.

The intersection of the human element of the car and the humans in our club is the focus of my letter. I have always felt that the Motor Cities Gruppe has been a very inclusive and welcoming organization. You don't even have to own a 356 to be member. I remember the first time I had my California transplanted car on the road. Ted Dunham looked at it and made a number of helpful suggestions within five minutes of meeting me. You can drive a Pebble Beach Trophy candidate or a VW powered rolling rusty wreck of a 356. It does not matter to our member-

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ship. We have about 225 members who will get you the vendor's phone number, suggest the correct interior trim or even give you the part! That spirit runs throughout our organization. There will always be a faster 911 than last year. There will always be a more limited collector's edition of the current "Car of the year". Yet there will **never** be a group that is more helpful than the 356 Motor Cities Gruppe. We have a capable Board and a great calendar of events for 2006. The website is up and a great source of information on upcoming events. Tom Hudson has done a fantastic job of putting together a current and informative site. The e-mail address of each board member is on the site. Take a moment to visit <http://356motorcitiesgruppe.com> and paste the address into your "favorites". The Member's gallery has made the transition from our previous web site. In month's to come the site will have new features and the website will become another great resource for our membership.

Our devoted editor Dick Beecher needs your tales of triumph, memorable quotes and storied drives for future issues of Auspuff Roar. Sebastian Gaeta continues in his role of a "production artist". This team has resulted in the best local 356-club magazine in the country. I have seen other club's four page Xeroxed handouts and wondered aloud why they bothered to send it out. I suspect one day I will see a complete collection of Auspuff Roar for sale on E-bay in a leather binder. I know it will not be my issues. They are safely on the library shelf. Take a moment to hit the keystrokes and send Dick your contribution. The only bad story is an unwritten one. We welcome your "Werke". In closing, let us look forward to the upcoming summer driving season and beyond as an opportunity to continue the human legacy of Dr. Porsche in the Motor Cities.

MIKE

On The Cover

Dave and Diane Burton in Diane's Roadster entering the Famed "corkscrew" at Laguna Seca.



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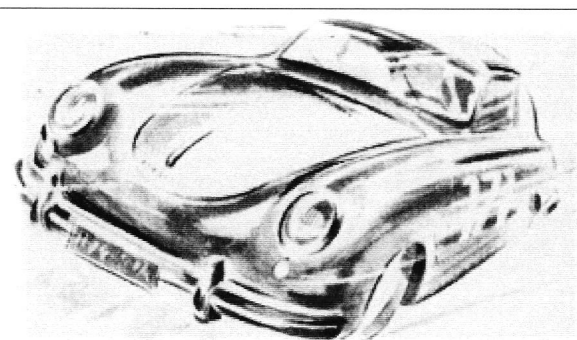
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EDITOR'S LETTER



DICK BEECHER

The sun is beginning to shine occasionally and the temperature has risen above freezing a few times. Can I be so optimistic to say Spring is almost here?

Take a look at the calendar and you will see that you better start planning now to take in all the events that are available this year to enjoy our Porsche hobby. There are some weekends that you will have to select from numerous events.

For some Motor Cities Gruppe / Saturday morning at Neil's gang, our car hobby enthusiasm was thoroughly jump started by the mid winter trip to the annual Los Angeles Literature and Model swap meet. The trip is covered in great detail in an article in this issue. After our return, former MCG President and accomplished photographer David Peterson, assembled his great photos on a disc for our enjoyment. After looking at the pictures some of the trip participants suggested that we include some, in color, with the article about the LA trip. Therefore in this issue, we hope you will enjoy the special

color section.

Having color increases the cost to publish our newsletter so we do not plan to do on a regular basis. As we have advised before, the AusPuff Roar is mostly funded by proceeds from the auction at the annual Christmas party so we will continue to publish in the most cost effective way. We continue with the First Year in Your First Porsche series. Harry Kurrie's story is unique as he is one of very few owners that have the car he bought new. Bruce Baker, from Eastern Pennsylvania sent his first Porsche article with an e-mail advising that he is a MCG member to continue to receive the AusPuff. This is a testament to the past quality of the AusPuff Roar and the talent of my predecessors. Oh the pressure!

Be sure to note the information regarding the Spring Tour. I attended the Bay Harbor Concours last year and it was a great event. It will also provide you with a look at the area where the 2007 East Coast Holiday will be held.

Thanks to Denny Denyer and David Peterson who helped with this issue, proof reading, photo selection and computer education.

And please, keep those articles and pictures coming.

DICK BEECHER

Gruppe Spring Tour & Garage Crawl

Sunday May
7th, 2006

Meet at the "Auto Union" Garage in Willis, MI at 10:30 AM for some socializing and tall tales. Depart at noon for a back roads run. We are working on getting a tour set up of the Mercedes Benz Technical Center in Ann Arbor. More details to follow by email. Lunch arrangements are also in the planning stages depending on our tour of the tech center.

We will provide some tables at the garage, but please bring folding chairs to guarantee a place to sit!

Contact Sebastian to RSVP and for a map to Willis. Email or phone is fine:
spg356@sbcglobal.net or 734-544-2230



California Dreaming, Or...Denny, John, Dick, Heath, Dave, Neil, Dick, Joe, Ted and Mike's Excellent Adventure

By Mike Heilmann and Dick Beecher

Midwinter in Michigan is the time of year that our beloved cars are still hibernating but our Porsche lust requires fulfillment. It is the time for the annual pilgrimage to Porsche Mecca: Los Angeles and a long weekend of fast cars, great weather and good times. Your editor had never attended this event, however without our usual trip south this winter I joined the group for the trip west. And as the kids say "it was awesome".

The late February Porsche "All Euro Show and Swap at Veteran's Stadium" is the culmination of what has turned into a week of Automotive Nirvana for a loyal group of Motor Cities Gruppe members. The former Cheryl and Peter Dunkel Swap meet of yore has morphed into the All Euro Swap Meet for 2006. The Dunkels have sold their prime Anaheim Real Estate and the Swap Meet has moved to Long Beach.

This year some of the Saturday morning Stuart Tool gang rented a van and made a Grand Tour of L.A. Dennis Denyer is the DeFacto Tour Guide and he really outdid himself this year. Dennis made arrangements to tour Jay Leno's super private, super collection of automobiles in Burbank on Thursday morning. Jay is a first-rate gear head and general automotive aficionado in addition to being an all around nice guy. Jay once worked at Foreign Motors of Boston, near his hometown of North Andover, Mass., before his comedy career took off. Dennis cajoled his way into the heart of Jay's personal assistant and an invitation was secured in a personal conversation between Denny and Jay to coincide with the gang's visit!

We were met at the gate by Jay's Garage Manager who escorted us into one of the 3 buildings that totaled 65,000 sq. ft. Two of the buildings with epoxy coated floors houses the 94 cars and 70 motorcycles in the collection. The walls are covered with art work that is mostly created by the NBC art department from brochures or magazine pictures collected by Jay. When Jay finds a piece that he wants reproduced it is created to fit in the wall space available. An 8X10 is in feet!

Jay likes Duesenbergs and Resto Rods in addition to rare and strange motorcycles. Jay Leno has a 1966 Olds Toronado that has classic style with the punch of a 1,070-horsepower twin-turbocharged V-8. Leno cruises Burbank, in the Olds powered by a 425 engine, which now sends power to the rear wheels by way of a C5 Corvette transaxle. The C5 chassis was modified and grafted beneath the Toronado's body. The Corvette's chassis was cut at the firewall and lengthened 14 inches to the rear. The car was built at Leno's Big Dog Garage. The garage is the third building in the complex and is the size of one you would find in a large car dealership. The garage is equipped with all the best tools. Joe Jakubus looked twice at the head wrench and recognized him as a fellow he used to deliver parts to in Romulus. A small world indeed. Dennis is still grinning from ear to ear as

he relates the features of the 1934 Rolls-Royce Phantom II with its 1,000-horsepower Merlin V-12. His eyes light up, it's got 1,806 pounds of torque. There's nothing like it.

We completed our day with a visit to the National Hot Rod Association Museum, and dropped in at the famous SO-Cal Speed Shop where we were given a great tour. How about a perfect replica 32 High Boy Roadster for about \$120,000?

Friday is always a day to visit European Collectibles in Costa Mesa and a jaw dropping look at the price tags. "A C coupe for \$52,000?" "Sorry, it's sold, is the reply". A B "sunroof coupe in primer, not running is \$13,500. European had about 40 356 and early 911's in stock.

John Willhoit always throws open his shop to feature his show stopping 356 restorations. The quality of the restorations are amazing. A visit to Alex Bivens' shop revealed yet another Carrera being restored with the engine on the floor ready for installation. The Parts Shop owned by Bill Perrone in Huntington Beach welcomes the Motor Cities cabal for an afternoon of bench racing. Bill has a beautiful RS60 center seat Spyder as well as an Elva Porsche race car. He still races both cars at Vintage events Bill also has a gorgeous 550 Spyder, which he still campaigns at events. It is as quick as it looks! There also is a large, very well organized inventory of 356 parts. A drive down any street might net you a Porsche find and a wonderful story. Freda Block relates the fact that driving down the Pacific Coast Highway merited a detour into a garage whose owner was telling Pre-A repair stories. Bill's secret plan is to personally inspect every 356 VIN plate in the world with his able assistant. The tariff for this tour is to ply "Silk" with wonderful California meals. Our "Van" group completed our day with a gourmet meal at the famous? Woody's of Huntington Beach.

The "official" events are almost as much fun as the open house functions at the various restoration shops. Now in its 23rd year, over 1,200 people attend the annual Porsche and Vintage V-W Literature, Toy/Model, & Memorabilia Swap Meet at the Los Angeles Airport Hilton Hotel. The meet has over 225 tables with tens of thousands of collectibles - posters, sales literature, toys, models, factory gift items, press kits, technical literature, small trim items, and accessories for Porsches and vintage VW's. The meet is held in two huge ballrooms on the main floor of the Airport Hilton a stone's throw from LAX. On Saturday morning the public is admitted at 9:00 a.m. for \$5. "Early bird" shoppers are admitted with the vendors at 7:30 a.m. for \$25 at the door. The fifty deep crowd at 7 AM was met with Prescott Kelly jumping up on a table asking for a credentials check. The breadth and depth of "stuff" defies description. Did you need a vintage Porsche Boat Motor brochure? It's over there. The Meet has folks from all over the world chasing the rare and otherwise unobtainable. Porsche factory ceramic dealer awards from the Fifties crowd out Vintage letters congratulating Otto Mathe's personal dedication to Porsche. What about this autographed photo of Louise Piech? You know, Ferry's sister. Mr. Hendricksen came from Europe and simply dumped and upended his suitcase of rare Volkswagen parts on the table. My oval found one wiper blade in search of mate in LA. Prices range from the stupendous to the stratosphere. \$2500 for a Porsche enamel sign is nothing. \$1000 for a former giveaway Porsche poster. Jim Perrin holds forth as a docent on any Porsche fact

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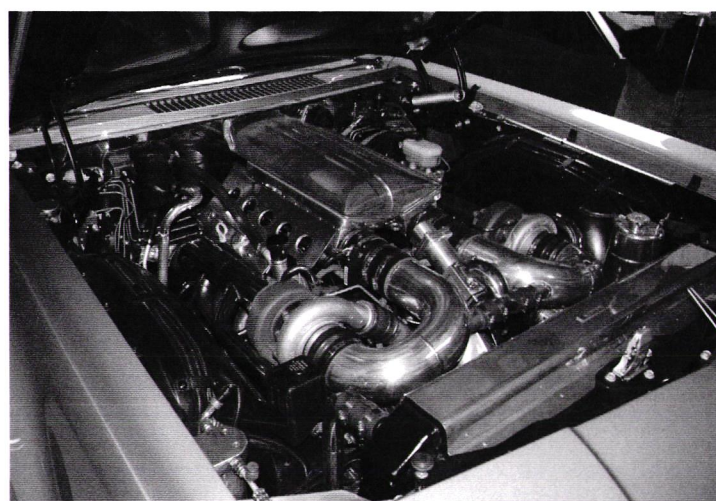
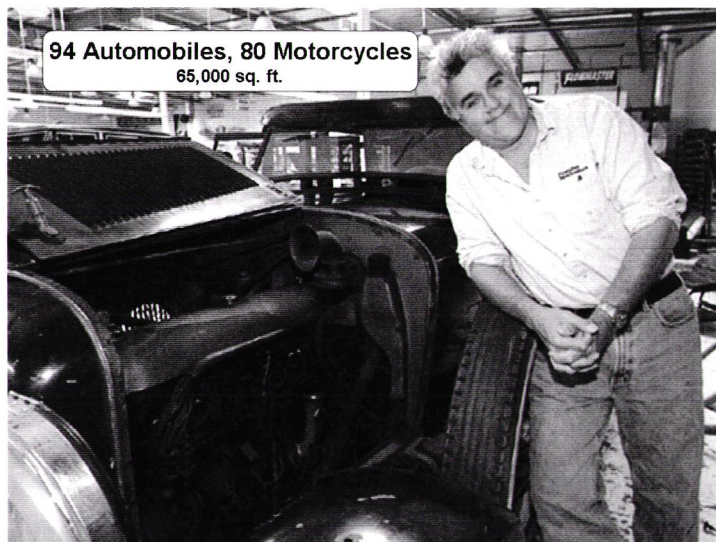
LA Swap Meet



WEST COAST HAUS



Feb. 22-26, 2006

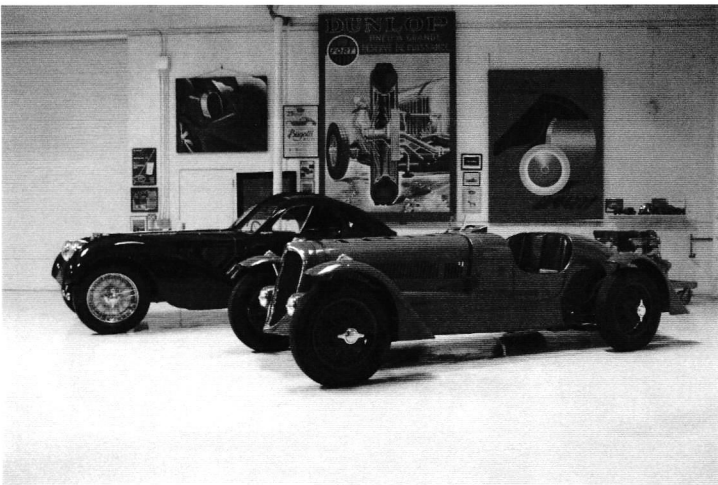


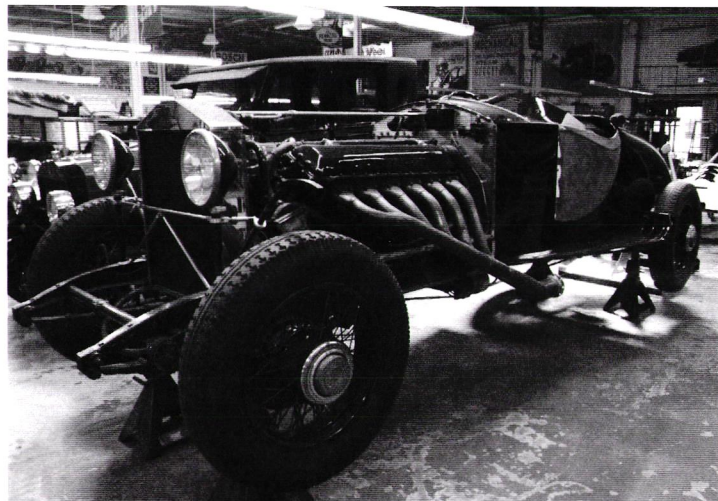
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We were met at the gate by Jay's Garage Manager who escorted

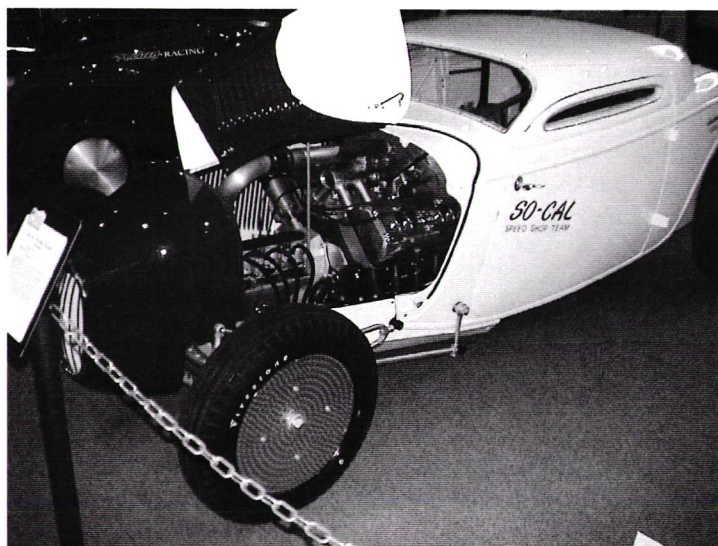
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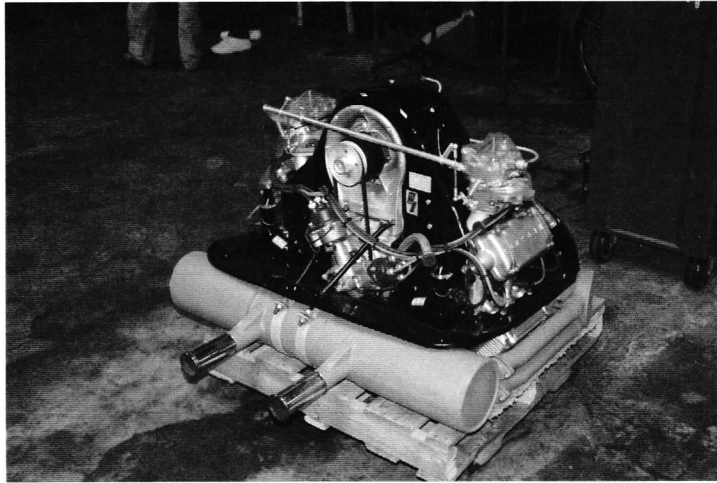
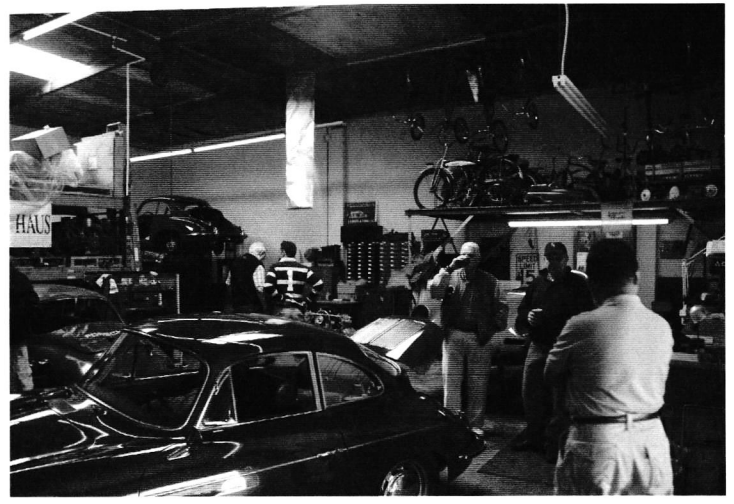
us into one of the 3 buildings that totaled 65,000 sq. ft.



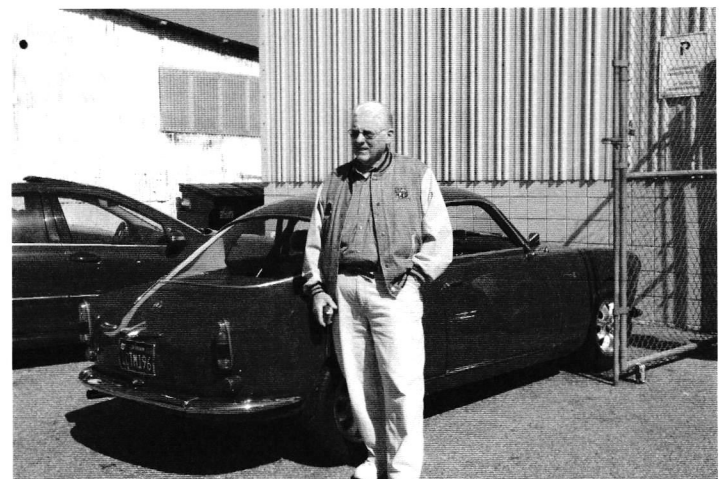


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“The breadth and depth of “stuff” defies description...The Meet has folks from all over the world chasing the rare and otherwise unobtainable”



(Continued from page 6)

of consequence. E.A. Singer appears as the resident Poster curator.

Myron Vernis tells the story behind his collection of uber-rare Porsche English Language Tractor brochures. In order to get them he had to buy the non-running Porsche Master Tractor that came with them. In fact Porsche tractors seem to have enjoyed a real focus of interest. Denzel VW collector cards and thousands of vintage toys vie for your attention. Ebay has changed the memorabilia market forever. However, Nothing will change the bonds that are forged across a four by eight table in LA. Heath Hurlbert got a line on a vintage outside temperature gauge that will go into his new C coupe. The networking opportunities that abound cannot be replaced with an e-mail in cyberspace. I always kid Tom Conway from Colorado about paying "too much" for my \$40 C tool kit that resides in my own 356. Today that same tool kit will set you back over \$900, but it will be incomplete and feature a reproduction bag. 911 S horn grilles with factory cut outs for fog light brackets will set you back ten Franklins.

The show always has its share of new part vendors and this year was no exception. A woman I chatted with is tooling up many new parts in the Orient for our beloved tubs. Stoddard and Brad Ripley are reliable standbys that demonstrate a commitment to keeping the tin on the road. The brand new vintage 908 engine in the second ballroom is not for sale, at least not yet. It is a NOS 908 crate engine that was stolen from famed Porsche dealer Vasek Polak in Redondo Beach some time ago. Pelican Parts CEO Wayne Dempsey enlisted a team to recover this engine and brought the thieves to justice. The engine will be sold to the highest bidder as a fundraiser for the Polak Charitable Trust. In view of the fact that Pete McNulty was selling a Vasek Polak license frame for \$200, this beauty should bring a pretty pfennig (Euro?).

As I was leaving the show I could not help but notice the gleaming white 959 with a California "959S" license tag. It had the Eddie Bauer cloth interior. The license frame suggested that it was a Bruce Canepa conversion car. The personal plate hinted at the fact that this was an S Model having no hydraulic suspension, no radio or air conditioning and no leather. A standard 959 has 450 HP; an S has north of 575. The doorman smiled at me and winked, "Its Jerry's car!" Jerry Seinfeld usually travels with a posse of twelve, but here he was walking up to his car. "Mr. Seinfeld, may I get a picture?" Jerry looking like my daughter's orthodontist said he had to go and he did. My photos make me look like a National Enquirer stalker. Jerry joins Ralph Lauren and Bill Gates as he drove off in his 1988 959 S. It can reach 60 in 3.3 seconds. In LA, 60 MPH is a dream wrapped up in a wish. My afternoon was spent crawling to the Getty Museum at thirty miles per hour to meet my wife Maureen. Yep, that's Greg Kinnear yelling on his cell phone in his 911 cab coming the other way!

For some of us another treat was in store for us Saturday afternoon. John Denyer had sold his red SC coupe to a man in La Jolla near San Diego, and they have become good friends. We made the trip south of LA to see if some of our technical experts could assist with a shifting problem and take a look at

"Westons" collection. We wound up the roads into the hills of La Jolla, overlooking the ocean to enjoy a great lunch on the patio of their home. After lunch we visited one of Weston's storage facilities to see the varied and outstanding collection of cars. 427 and 289 Cobras, light weight M series BMW, 53 Buick Woody, a one off Pininfarina designed Corvair show car and a 34 Ford Sedan Delivery just to name a few stacked 2 deep in one building. A new McLaren Mercedes coupe was in the garage next to the house. They also own a one off Pininfarina Mercedes coupe that has won the Amelia Island Concours two times. The Lady of the house advised that she acquired a Mercedes SL Roadster for her "favorite". This gracious couple thoroughly enjoy their collections including the perfectly restored Offy ¾ Midget race car in the family room.

The All Euro Swap Meet on Sunday does not have the flair that the Dunkel's always featured. Peter would hoist Cheryl's race Speedster from a sixty-foot crane to swing in the Santa Anna winds. One year he buried another Speedster ass end first into a "mine shaft" that looked like it came from Disney's studio. The Long Beach parking lot that Bob Campbell has put together has a show section, a sale section and swap section. The show section had a 930 S powered 914, Cheryl Dunkel's Speed yellow Carrera GT and all manner of Vic Rivera's beloved R Gruppe 911 rides. I spoke with a fellow in his Guards Red 968 Clubsport that was never imported officially into the US, "well if I have to take it back to France, I will..." The sale section had an Ivory GS GT Carrera Speedster for sale for \$450,000. It was across from a 62 Cab that was a "ten footer" and for sale at \$62,000. I am not sure how many folks at this meet are interested in Hillman Minxes with Suicide doors or VW square back pickups with a 455 in the rear seat (honest), but the LA show is a very large tent with room for all believers. My personal favorite is the fellow who was selling an Enzo Ferrari hose that had fallen off the \$1M ride on the PCH. The Enzo crash netted a regretful intoxicated owner and a lose hose. The hose was a no sale on E-Bay. I am hopeful that we can return to the former Porsche focus that this show once had. On the other hand, the paucity of Porsche parts for sale makes me wonder if E-bay has extinguished the supply of vintage 356 parts. Greasy broken reflectors don't merit much attention and I can find Triumph parts on highway on the way to the Brits Car show; I don't have to travel to LA to look at them. Yes there was a lonely 356 B engine for sale and it was fun to point out that really isn't a 356 radio to a Tub newbie.

The best part of the LA experience is to live in the Porsche 356 moment. The LA show is a sunny reminder to revel in the fact that it is only sixty days until I change the oil, stick the Optima in trunk and call Bill Demeter and ask him why the engine in the C is cranking over slow. In LA or in the Big D, we "Keep the Faith" 356 days a year. Keep your calendar open for the 2007 show. After all, the expended frequent flyer miles are cheaper than Zoloft on the internet!

STODDARD

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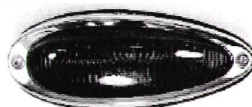
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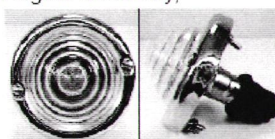
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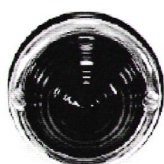
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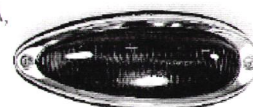
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NLA-62-014



RIGHT REAR TEARDROP TAILLIGHT ASSEMBLY, RED LENS

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HELLA EUROPEAN HEADLIGHT ASSEMBLY.

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- UPCOMING EVENTS -



June 9, 2006
Literature/Toy Meet



June 10, 2006
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Wanted: Excellent T-6 VDM stock steering wheel. Have excellent T-5 wheel for possible trade or will pay cash.

Sebastian Gaeta 734-645-9381 spg356@sbcglobal.net

Wanted: Excellent set of black leather front seat covers for "C" cabriolet. Patina is good—rips, tears and cracks are not (I've already got a set like that!).

Sebastian Gaeta 734-645-9381 spg356@sbcglobal.net

Send all classifieds to:

Dick Beecher beech356@chartermi.net. Or mail to:
2487 Misty Lane, Davison, Mi. 48423

The Anna & Ludwig Hogh Memorial Scholarship Fund at Albion College

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

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

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SEM & 356 MOTOR CITIESGRUPPE to BAY HARBOR CONCOURS June 23, 24 & 25th



Join fellow club members for an up north weekend, to enjoy the Bay Harbor Concours, and 3 group meals, and all of the car talk or shopping you can handle. The Concours this year will focus on hot rods and muscle cars of the post-war era, wooden boats, with an added special feature of vintage travel trailers.

25 rooms have been blocked for us at Birchwood Inn, (W of Harbor Springs) for June 23 & 24 (Fri. & Sat. night). Call and make your reservations (mention the Porsche Club), for the nights you want to stay, then call Lanita Dunham, or Dave Preston to say you are attending and what meals you want to join us for. We request that you call for reservations and to Dave or Lanita, by May 31, 06, as rooms in that area will go fast.

Continental breakfast is included at Birchwood and a car wash station will be set up, but bring your own soap and towels for car use.

Friday night dinner will be at Tapperooney's on Hwy 119, south of the airport, @ 7:30 PM. We will order off the menu. Approx. cost: \$10-12.00 per person. **Saturday Concours** we will attempt to have a special parking area for our wonderful Porsches. There is a fee to get into the Concours site, that goes to the Concours charity.

Saturday night cocktail & Hors d'oeuvres in Fireside Common area @ Birchwood 5:00-7:00 PM. Cost: \$5.00 per person. Cash bar & light fare.

Saturday night dinner will be at Lorenzo's @ Birchwood Inn, Hwy 119, @ 7:00 PM. Cost: \$25.00 per person, includes coffee, tea, tax & tip. Select Veal Parmesian or Chicken Marsalla.

Sunday Brunch will be at Stafford's Bayview Inn, north side of Petosky, @ 10:00 AM sharp. If we get 30 or more people, we can get a separate room. Cost: \$18.00 per person.

Birchwood Inn
7077 Lake Shore Drive
Harbor Springs, MI 49740
800-530-9955
Lanita Dunham 810-225-6126
Dave Preston 248-656-9671

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Pine Rm, 2 dbl beds-119 **Main Lodge Rm**, 2 queens-\$129. **Patio Rm**, 2 queen beds-\$139.
King Balcony Rm, 1 king & pullout-\$149.
No money needs to be collected prior to this event.
Pay as you go.

Remembering Your First Year in Your First Porsche

Harry and
Mary Kurrie

The first year of my Porsche began in early January 1964, when I took delivery of my new dream machine, a 356 SC Coupe, slate gray with black interior!

I was a senior in college and had decided to get an MBA and not to go to law school. I had money in my pocket because an MBA took a year and a half or two years as compared to three years for law school, so I bought the car.

Porsche had become my car of interest in the early 1960s. I had lusted for MG TDs, and TFs in the mid 1950s, then had infatuations with Triumphs, Austin-Healeys, Jaguar 140s and 150s in the late 1950s. The Jaguar XKE looked great in the early 1960s, but the only one on campus sat in the parking lot for long periods of time, the owner constantly mumbling "The needs to be fixed".

I grew up in Louisville, Kentucky, which is not a car town. Bank presidents drove dull, three year old stick shift, four door Ford or Chevy sedans. Doctors would occasionally have Bel Air V-8s. My best friend's dad was an outcast, he had a 1948 MC TC, which was probably the first sports car registered in Kentucky after World War II. The TC was exciting to drive due to the flexing frame and whiffs of leaking gas, but it was really slow. I recall only two Porsches; a red Speedster a high school friend had and a cabriolet that a doctor had. The Speedster had an Abarth type of exhaust with four individual pipes coming out of the muffler can. The friend concluded if 10 inches of pipe length was a good, 25 would be better, particularly if enhanced with megaphones; it was LOUD but I don't recall if it was any quicker. The Doctor, who was about 8 feet tall, had a dark green cabriolet and the fun was watching him fold himself into the car - a real show

when the top was up.

I read a lot of car magazines and trolled the foreign car dealers during my intense college years. Porsches were very positively discussed and every new model added performance and new features. I got a close and personal look at Porsches when a couple of fraternity brothers bought 356 B coupes.

When my academic plan changed, I knew what I wanted. I ordered a new 356 SC, taking delivery in early January 1964. My SC was produced early in the production of the C series, and had the plain, flat hubcaps. I spent the first year charging over the hills and dales of the southeast - Kentucky, Tennessee, Alabama, Georgia, and Florida. I drove to Daytona and Sebring for spring break. My first PCA experience was at Sebring where the club had trackside parking across from the pits, a 12-hour cookout, beer, etc. - a great time! I covered about 24,000 miles in the first year with no mechanical problems, but I did consume the Dunlop SP original equipment tires.

The car and I hit 80,000 miles in January 1972, eight years after purchase - again with no mechanical problems. I had gone through the Pirelli's that replaced the Dunlop SPs and moved to Michelin X tires. After 1972, a growing family, corporate career and so on slowed down the usage a lot - covering 42,000 miles in next 34 years to January 2006, and guess what - no mechanical problems.

I began refreshing the car with Vic Skirmants rebuilding the engine in 1992 - a great improvement, much, much better than what was installed in Stuttgart. She was bumped and painted (slate gray again) in 1998 and I redid the interior in 2003. Over the years, I have upgraded the car as better solutions became available - three point seat belts, Petronic ignition, gas heater, Fuchs wheels and current tires, etc.

In modern time, my most fun drive was the Williamsburg, Virginia Registry Holiday. We drove on the back roads east from Charleston W. VA to Williamsburg. Deja vu all over again back to 1964, as to how much fun this car is on the ups, downs, and swoopy roads in the hilly hinterland. The car really flew and my bride Mary got into the swing of how much fun these cars are and how fast you can comfortably cover miles and enjoy great sites too!

I have a great photo of the car on Daytona

Beach in 1964, the real sandy beach. I was on the way to the Sebring 12 hour race. It is matched with a Charleston Holiday picture in 2003.

I still enjoy the car very much. She has always started and gotten me to my destination. The SC's are really good cars - comfortable, fast, great looking and bulletproof. Porsche used the advertising tag line "Driving in it purest form" in the 1960s. I agree completely!

Having one of these cars also opens the door to meeting many,

many great people - a whole circle of fun people. I am a first edition member of the 356 Registry by chance - I happened to see the initial *Road & Track* ad. I have done six to eight 356 Registry Holidays, I hit the Breakfast Club at Stuart Tool frequently and on and on. The people you meet and the fun complement how great the car is, another great reward for having a 356!

My first 42 years with the car have been great and I expect the next 42 to be better!

HARRY



The following account is from MCG member Bruce Baker who resides in South Eastern Pennsylvania College, 1965. The Philadelphia College of Art, or PCA. Had a 1960 'bugeye' Sprite that a guy coveted. I wasn't interested in selling it until he sweetened the deal with "I'll trade ya this 1957 Porsche Speedster AND \$50...." OK, fine.

Another guy knocks on the apartment door. "Hey, I understand you got that Speedster I was supposed to buy!"

Yep.

"Well, I'll give you \$50 more than the other guy." "By the way, I'm in the Porsche Club." OK, fine. (Whoopee, you mean these funny little cars have a CLUB?)

Never drove that one. Found another (ya gotta have a neat car in college to impress the girls, right?) and got some needed extra money from Dad and quickly found a much better Speedster for \$1,200, which I kept well through the Air Force and into my civilian life.

Joined the PCA in 1966. When I went to my first meeting, the lot contained ONLY 356s. When I was asked to stand and introduce myself and tell what kind of Porsche I drove, I sensed immediate acceptance when I announced "1957 Speedster."

Sold that one to help "the girl" I met in college who I married. She was going back to college in 1971 and needed some tuition, but I had found another Speedster by that time, so away it went... for \$2000.

See a trend? Back then, you could buy one for \$500, buy a six pack of beer for each friend and a twelve pack of Krylon for the car and make over \$100 in a weekend!

I went through approximately 15 Speedsters and a few other 356s that way, and am still at it, but it's not 1965 anymore!

Bruce Baker
Registry #154

2006 HSR Sebring Endurance Challenge

By Dave
Burton

Lane Mally, Phil Kubik and I all converged on the center of Florida the first of March to meet up with Vic and Barbara Skirmants and their new race rig. Sebring kicks off our racing season and makes a nice break from winter's gloom in Michigan. Phil and I always team up to co-drive the (3) Hour Vintage Enduro and have done quite well over the years. This year, Lane was joining the gang for the first time to test his skills on this storied track. Sebring is 3.7 miles of flat concrete runways and taxiways joined by short stretches of asphalt to link them together with 17 differing turns varying from a low speed 1st gear hairpin to high speed 3rd and 4th gear sweepers and simple right angle turns to complex esses. They've been racing sports cars in endurance races at Sebring since 1952 and Porsche has won more 12 hour races here than any other manufacturer.

Arriving at the track, Lane and I found Vic and Barb already parked in a new spot in the paddock not far from where they've parked ever since I've been coming. They had to relocate because the new toterhome & trailer combination is considerably longer than their old rig. Once again, our English friends Bill and Anita Stephens of Red Nicar Racing were waiting for us with their moto-rhome and all were quickly reacquainted. Barry Curtis, the third member of our Sebring support crew from jolly old Eng-

land was not to be found however, reportedly away in India at the time. Adam Richardson, Vic's co-driver from the UK was due in that evening.

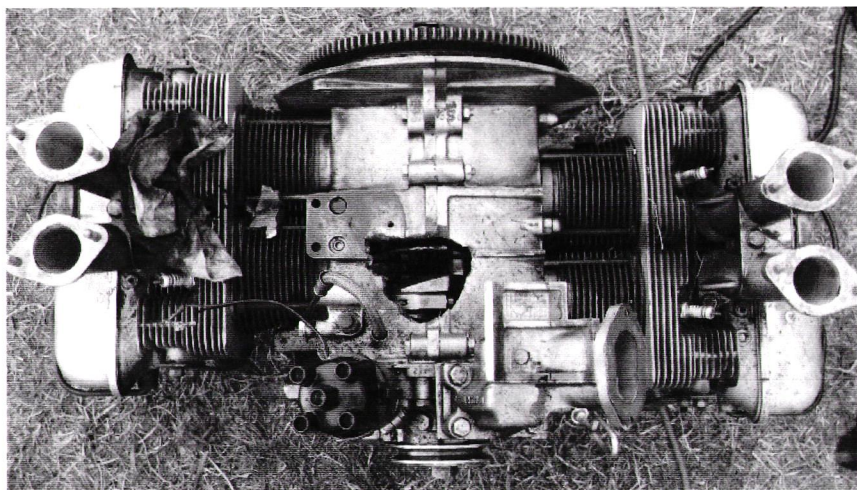
We set about setting-up and found

the new rig to be well organized and quick to deploy. We even tackled putting up the enormous trailer awning with its aluminum rafters, eaves, legs and joists. After a little puzzling around, we succeeded and learned some time and labor saving steps in the bargain. The new rig proved very comfortable during the weekend (and just as quick to tear down and pack up at the end). Vic and Barb stopped in Hopkinsville, Kentucky on the way down to pick up John Schrecker's #777 Silver Coupe and Johnny arrived just as we were finished setting up camp. Perfect timing!

Lane, Diane and I headed out to check in at the hotel, Inn on the Lakes, freshen up and then meet the gang at Sunset Grille for dinner. We had eaten at this restaurant last year and enjoyed it so much that we had dined there more than once and were looking forward to fresh fish for dinner again. The place had changed hands and although the food was just as good, the service was too darn slow. It took over two hours just to get our meal and Barbara vowed that we wouldn't put up with that again. Thursday found her organizing dinners at the track with the wonderful help of Jan and Tom Downey.

Thursday also found the racers out on track practicing for the weekend. Lane, having never been to Sebring before, took advantage of the Track Familiarization Sessions and quickly fell about learning the circuit and steadily improving his times. Vic and I started heat-cycling new tires and bedding brake pads. HSR had declared a new "spec." tire for 356's this year—a newly developed DOT Radial from Hoosier named "Speedster." We were anxious to see how it measured up to the Yokohama and Toyo radial slicks we had been racing on. Seemingly, they offer good grip, predictable handling and reasonable life—all desirable attributes. Now we hope that SVRA will allow them as well and we can stop carrying multiple sets of differing tires to satisfy the sanctioning bodies. If HSR's idea was to specify this treaded tire in an effort to slow the 356's so other makes in our racing group can catch us and contend for overall





victories, it didn't work as our ultimate lap times were even faster than last year's.

Phil arrived on schedule Thursday afternoon, having driven down from Detroit and was able to watch our last session. Sadly, my co-driver was on the DL, having ruptured his left Quadruplex (that really big muscle of your thigh that connects to the top front of your knee—OUCH) in a fall on the ice about six weeks earlier. Although he could drive—witness his arrival—he wouldn't be able to compete as he was still in therapy and didn't have full range of motion yet. But he's planning on being back in #139 for the HSR Mitty at Road Atlanta in late April, our next race.

A new feature this year was a Festival in Downtown Sebring for the racecars—kind of like the village tech inspection in Watkins Glen during the reenactment. Racecars were marshaled on the false grid following the end of on-track activities Thursday and with Police escort, we ran into town at a good clip. The Sheriff's Deputy that led the parade was told that racecars foul and overheat at normal velocities so he kept us up at about seventy for the most part. I told him it seemed kind of funny for us to chase him, wasn't it usually the other way around? When we got close to town, the crowds grew alongside the route and when we burst into the Town Circle, the sea of people was really amazing. We parked the racecars and joined the festivities, enjoying a great band and barbeque as the people swarmed the cars. A couple of hours later, we saddled up and returned to the track under Police escort at speed again, but this time in the dark! Many of the racecars didn't have lights and the drivers did a fine job of driving by Braille (can't feel the centerline reflectors under your tires? You must be off road!).

Jan, Tom and Barb cooked up a great meal of shrimp jambalaya (must have been in honor of all the time I've spent in New Orleans lately) and we enjoyed wonderful fellowship and cama-

radierie under the canopy as the stories unfolded into the night. Friday's schedule showed that we didn't take to the track until late morning and therefore, Phil and I could sleep in and have a civilized breakfast before heading out to the track. Vic and Barb were staying in the new toterhome at the track instead of rooming at the hotel and Tom and Jan had taken over their hotel room.

Friday dawned clear and warm, setting the weather pattern for the entire trip. Our first session was a practice and uneventful. The afternoon brought our first qualifying session which helped set the grid for the first race of the weekend, that afternoon's Klubsport sprint for two liter and under Porsches, the tenth annual running of this event and kickoff for the 2006 Klubsport series. Mark Eskuche (driving George Balbach's Roadster), Paul

Swanson and Vic made the 356 podium while I chased Vic under the checker in 4th, ahead of Schrecker and a kaleidoscope of two liter 911's, 914/6's and 914's along with the five other 356's. Boy, those 911 and 914/6 drivers really have a hard time believing that our 356's want around them.

Next up on the schedule was the Vintage Night Race, a one hour enduro mixing 31 cars from several classes including a Shelby GT-350, 2-liter Elva Mk. VIIS, 1860 CC MGB, 3-liter IROC and RSR 911's, and myriad other Porsches. Ordinarily, this race begins at day's end and you start racing into the setting sun, continuing through dusk and into the night, finishing in full darkness. This year, the Historic Night Race for fastest classes preceded our Vintage event, which meant that we would start and race in full darkness, not getting accustomed to the track as the light faded. Last year, John Schrecker offered me a co-drive in his car after I had sidelined #20 at the end of the Klubsport Race. Previous to that, I had only raced my car once in the night enduro in 2004 and while I had a blast, my lighting was less than optimal and I finished 4th in class in a strong group of 356 racers.

I had been looking forward to this year's night race and had supplemented my auxiliary lighting with a pair of halogen fog lamps matched to the flame-throwers from two years ago.



The crew helped aim the lights on the way to the grid and we lined up for the start. George Balbach was there, alongside John Schrecker and the team of Tim Baker/Dale Irwin, all who had beat me in '04. Schrecker had one of his patented great starts and ran away in the early laps (he drives 1-2 seconds per lap quicker at night than he drives in broad daylight) while I got used to the track in the dark. Did I mention that it was dark? Oh boy! The fog lights that we had so carefully aimed for use in the corners weren't quite as well aimed as I'd thought as the roll of the suspension in the corners combined with the pitch of the car under braking and acceleration made the beam placement less than optimal. Oh well, just get on with it. I started reeling in cars and ended up tucked-in behind a 914/6, slicing through the pack in the dark.

This year's rules didn't require the usual mandatory pit stop and with it's 12 gallon fuel tank, #20 can run full out for one-and-a-quarter hours without fueling while Schrecker's #777 was calculated to need a splash to run the distance if no full course yellow occurred. Shortly after halfway, who should show up in my lights but #777 with Johnny soft-pedaling it trying to preserve enough fuel to save stopping. When he spotted me in his mirrors, fuel savings was thrown overboard and we went at it hammer and tong. A couple of laps later, I found my way by and then set to putting some distance between us. I caught a break and scraped John off in traffic and finally, I was all alone out there in the darkness.

With no one in front or behind me, I relaxed a little until I found myself a bit wide going into Turn 13 (a bit wide? Holy #@%&! I was off on the grass and cooking into the corner in 3rd!). I spun the car one full loop alongside the track all the while repeating "DON'T BACK IT INTO THE WALL" and throwing up so large a cloud of dust and dirt that I later found sand in my driving shoes. While re-starting the car and getting it moving again, four cars—including Schrecker—went by, zip, zip, zip, zip! John later told me that I had 30 foot roostertails shooting from my rear tires as he went by and he was hoping that I was hopelessly stuck. Back on track, I wound the car up again and probed for problems, vibrations, noises and out-of-zone gauges—hot dog, she's OK!

Back to work. I turned on my regular headlights to change the light pattern so Schrecker wouldn't see me coming and tucked in behind another 914/6 to try to sneak up on ol' Johnny. No such luck, he saw me coming and we went at it



again as the clock wound down. Finally passing him again in 10, I made it stick and started easing away. One-and-a-half laps later, I dove under the checker—1st in class and 8th overall—just ahead of the Shelby GT-350 and ahead of the 914/6's as well and less than one lap down on the winning '73 3-liter 911 RSR. What a race! Back at camp, Barb, Jan and Tom had been busy and put out a repast including grilled tenderloin and pasta salad fit for a king. Trackside support by 356 Enterprises is second to none and the whole gang enjoyed another great evening.

Saturday dawned clear and bright with Phil and I enjoying another leisurely breakfast at the hotel before heading to the track for our Qualifying Race at 10:30. Swanson was gridded 1st, Vic was 2nd, Robert Wechsler in a '57 Corvette was in 3rd next to me in 4th and Balbach, Schrecker and the gang were close behind. We all knew that the Corvette had an enormous horsepower advantage with his 5½ liters but this isn't drag racing. If we could keep him bottled up at the start, we could run away from him in the twisty bits that followed and gain enough lead on him that he wouldn't catch us on the straights. With the Corvette on the inside behind Swanson, the three of us carried him into Turn One where he promptly disappeared from our mirrors. At the end of the race, 3rd and 4th were neatly swapped but that raised the question of what would now happen with the 'Vette in the Feature Race now that he would have a clear run up the outside at the start? Time would tell.

On to the Rolex Vintage Enduro—the three hour race that we had all come for. Schrecker had to be on a plane early Saturday night and as such, wasn't entered in the enduro. Well, that wasn't going to do. With my teammate Phil sidelined, I told Schrecker that he could start the race in my car and run the 1st hour and still make his flight. He wasn't too sure but I reminded him of his generosity in last year's night race when he did the same for me and besides, I needed a good, sneaky starter since Kubik wouldn't be able to work his magic. Well then, OK. The format for the race required (3) pit stops (within certain parameters) over the course of the (3) hours and we would only have to fuel twice, so we had one throwaway that we could use as we saw fit. Team orders were for John to start and run the first hour with further instructions to pit immediately if a double (full-course) yellow came out so we could spend the extra pit stop.

Meanwhile, Vic and Adam Richardson had worked out their strategy equalizing driving stints and refueling stops. Tim and Dale were teaming up as usual. George Balbach however wasn't feeling up to par so his Roadster was being driven by Mark Eskuche and Fritz Seidel (third overall in the Klubsport in a '69 2-liter 911 running 6 seconds quicker than any of the 356's). Bar-



bara had the pits organized with Jan and Anita helping with timing of laps and pit stops, Tom running the pit boards and Bill suited up in full Nomex and helmet to assist with fueling and fireman duties. They were a well-oiled machine to rival Roger Penske's organization.

When the green flag flew, the typical pandemonium ensued. Johnny worked his way up while familiarizing himself in a strange car. Not too far in, the expected full-course yellow came out and Schreck ducked into the pits. Five minutes later, he rejoined the parade following the safety (pace) car. With the track clear, the green flew again and John was at it again, working his way through the field. At the end of the first hour, he brought #20 in for refueling and a driver swap. My turn! With the pit stops in full swing, keeping track of where we were relative to the others was nearly impossible. About two-thirds of the way through the second stint, I began to notice a little blue smoke on the exit of hard left turns. The flag marshals noticed as well and threw me a "Meatball" flag indicating a mechanical problem with my car. Pedaling out and easing my way around the track, I hoped to reach the pits without incident. No such luck. Just after Turn 16 and onto the backstraight, the engine went BANG! I parked the car way off track alongside the outside wall where I had an excellent vantage place to watch the rest of the race. If I had crossed the racing surface and parked along the inside wall, they would have had to come out and pull me in but I would have oiled the track badly and likely ruined someone else's race.

As I watched for the next hour-and-a-quarter, I saw Balbach's Roadster (1st in class and driven by Eskuche and Seidel) matching lap times with David Hinton's 3.8 liter Jaguar XK120 FHC. Unreal! When the checker flew, Vic and Adam had finished 2nd in class and 9th overall, one lap up on the aforementioned Jag and only one lap down on a Lola T-492. Tim Baker and Dale Irwin finished 3rd in class and 27th overall even after one twelve minute pit stop to change a broken exhaust rocker arm. Twelve minutes! NASCAR has nothing on their team. But that is what endurance racing is all about—perseverance in the face of adversity.

After a good fish fry put on at the track by Klubsport, we returned to the compound to do some persevering of our own. With a lot of teamwork in the dark, Vic, Bill, Tom, Barb and I swapped the engine for the spare in the trailer including dressing the spare in the carburetors, exhaust system and sheetmetal from the destroyed engine. Tom took over the bump shop duties needed to salvage the fan shroud the connecting rod had crushed while Barb was degreasing and cleaning the engine tin. With that work done and the engine now back in the car, we broke for the night with plans to start flushing the oil coolers, filter and hoses of shrapnel at eight the next morning. Thanks to the help of our team, #20 made the grid for the Feature Race on Sunday morning.

Remember our concerns for the Corvette now in fourth with a clear run up the outside? When the green flag flew, so did he, thundering by us to Turn 1. But once there, he had his hands full reeling the car in to make the turn and evidently got so crossed up that Bob Youngdahl in an Elva punted him smartly. It was the last the three of us would see of the 'Vette. Swanson led Vic and I through Turn 1 and on back around the first lap. Vic and Paul were working on each other pretty hard, looking for an advantage and walking away from me with their lighter, open cars. Vic managed to get alongside Paul exiting the esses on lap 2 and they headed into the "Safety Pin" side-by-side. Paul had the inside and

left his braking until very late, denying Vic the line at the turn. And so it went as they extended their lead and the field behind us disappeared from my mirrors. Vic kept his momentum through Turn 13 as Paul bobbled slightly and that was all Skirmants needed. Vic's white Roadster drew alongside the right side of Swanson's black Speedster as they headed toward the fastest turns of Sebring, the arcing pair of 4th gear left-hand sweepers leading to the ess combination of Turns 15 & 16. The curbs demarking the apexes are merely rumble strips and are frequently driven over at speed. This time through, the two cars were door-to-door, fighting for the lead. When Paul clipped the apex, the rumble strip let centrifugal force carry him a half-step to the right and the two cars became one. No one lifted and nobody blinked and then Turn 15 loomed and now Skirmants was inside. Checkmate!

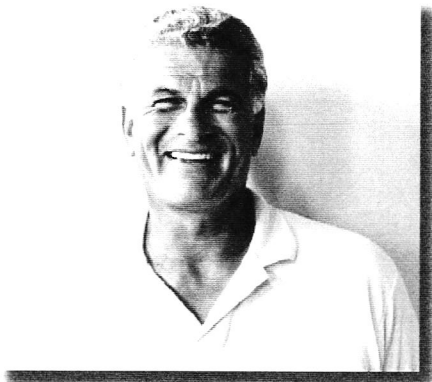
Behind us, Wechsler's Corvette had everybody else bottled up. He'd thunder down the straights and then tiptoe through the turns and no one could get a run on him to get by. When the checker flew, Vic had Swanson by half a second and me by thirteen. The proverbial blanket could have covered the next six cars. The 'Vette leading Youngdahl's Elva and the four 356's of Perry Tennell, Tim Baker, Dale Erwin and Jim Voss were contained within three whole seconds, half a minute back, while John Winter's and Lane Mally's 356's bracketed an MGA just behind. Nine tubs in the top twelve—now that's racing! Lane had a great time his first trip to Sebring, shaving time off his laps every session and mixing it up with the others. He told us that he's going to try his first enduro at the Mitty in April at Road Atlanta, another new track for him.

Following the podium ceremony, we packed up in record time and scattered to the four winds. Lane headed North to Orlando and his flight home. Phil continued South to check on progress at his hurricane damaged condo in Pompano. Vic and Barb teamed up with Bill and Anita to inspect the Stephens' 906 at Gunnar Jenerette's shop in Palm Beach while Diane and I were due at my Mom's in Stuart for dinner. Our merry little band sure enjoys this annual pilgrimage to central Florida and the renewal of friendships it brings. While the season will continue next month at the Mitty, we're already looking forward to Sebring next year.



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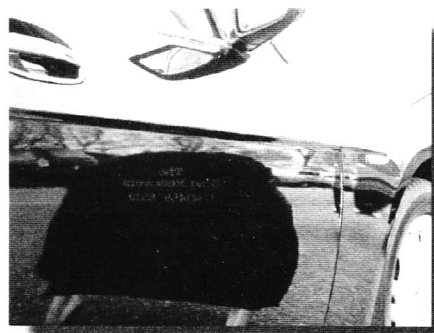


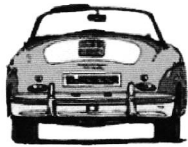
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MOTOR CITIES GRUPPE 2006 CALENDAR

APRIL

8—SEM Garage Sale -Cooks
22—Hershey Swap Meet
29—Munk's Tech Concour
prep. -Fred Young (SEM event)

MAY

13—356MCG Bd Mtg - Logans
7th—Spring Tour & Garage Crawl at
the Rohrer/Gaeta Auto Union Garage.
See pg 5

JUNE

9-10—Stoddard Swapmeet
17-18—Bay Harbor Concours 30-2
30th-2nd—SEM Gingerman Club Race

July

8—356MCG Bd Mtg - Logans
23—Summer Picnic (Skirmants)

August

6-13 Porsche PCNA Parade,
Portland, OR.
12 SEM Detailing tech @
Munks
17-20 Mid Ohio, Porsche featured
marque
17 Woodward Cruise
(Peterson's , Royal Oak)
20 Meadowbrook w/ corral

September

6-10 356 Registry W. Coast
Holiday @ SnowMass/
Steamboat, CO.
7-10 Watkins Glen
9 356MCG Bd Mtg - Lo
gans
16 Munks Oktoberfest
24 Drive Your Porsche
Day-Ferry's Birthday
(18th) -356MCG
Gruppe/SEM event
30-10/1 FallColor Tour

November

14th 356MCG Bd Mtg

December

3rd 356 Christmas Party @
Canterbury Village
9 356MCG Bd Mtg - Logans

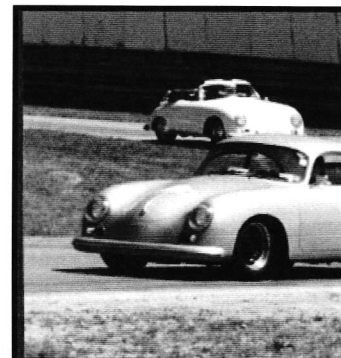
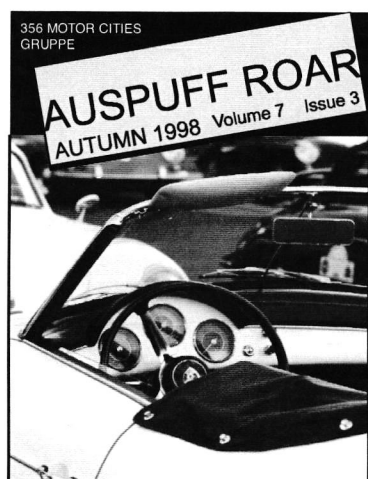
June 26 –July 1 *2007*
East Coast Holiday Boyne Highlands,
Harbor Springs, Michigan

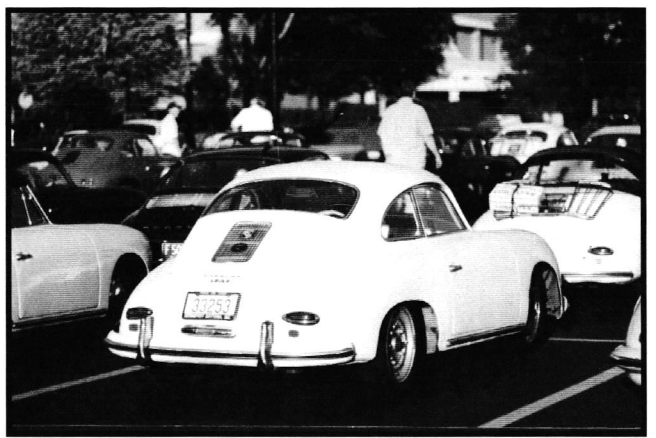
356 Registry East Coast Holiday, 1998

Now that the Gruppe is taking on another Holiday (2007) here's a look back at our highly successful "Meadow Brook" Holiday in 1998.

Look for our next one to be even better with our up north venue and fun events reminiscent of the original Porsche Parades, back when the 356 was the only one made!

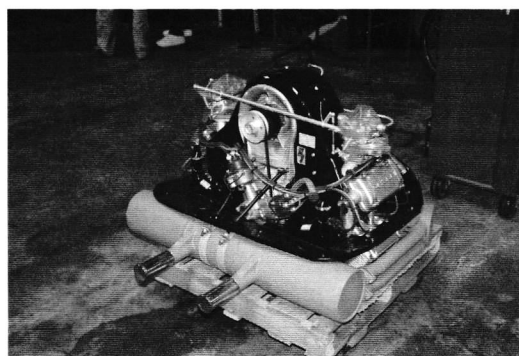
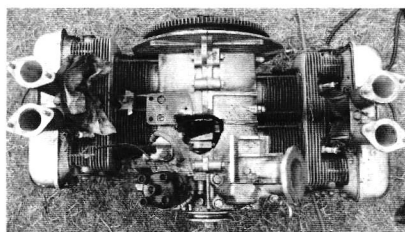
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