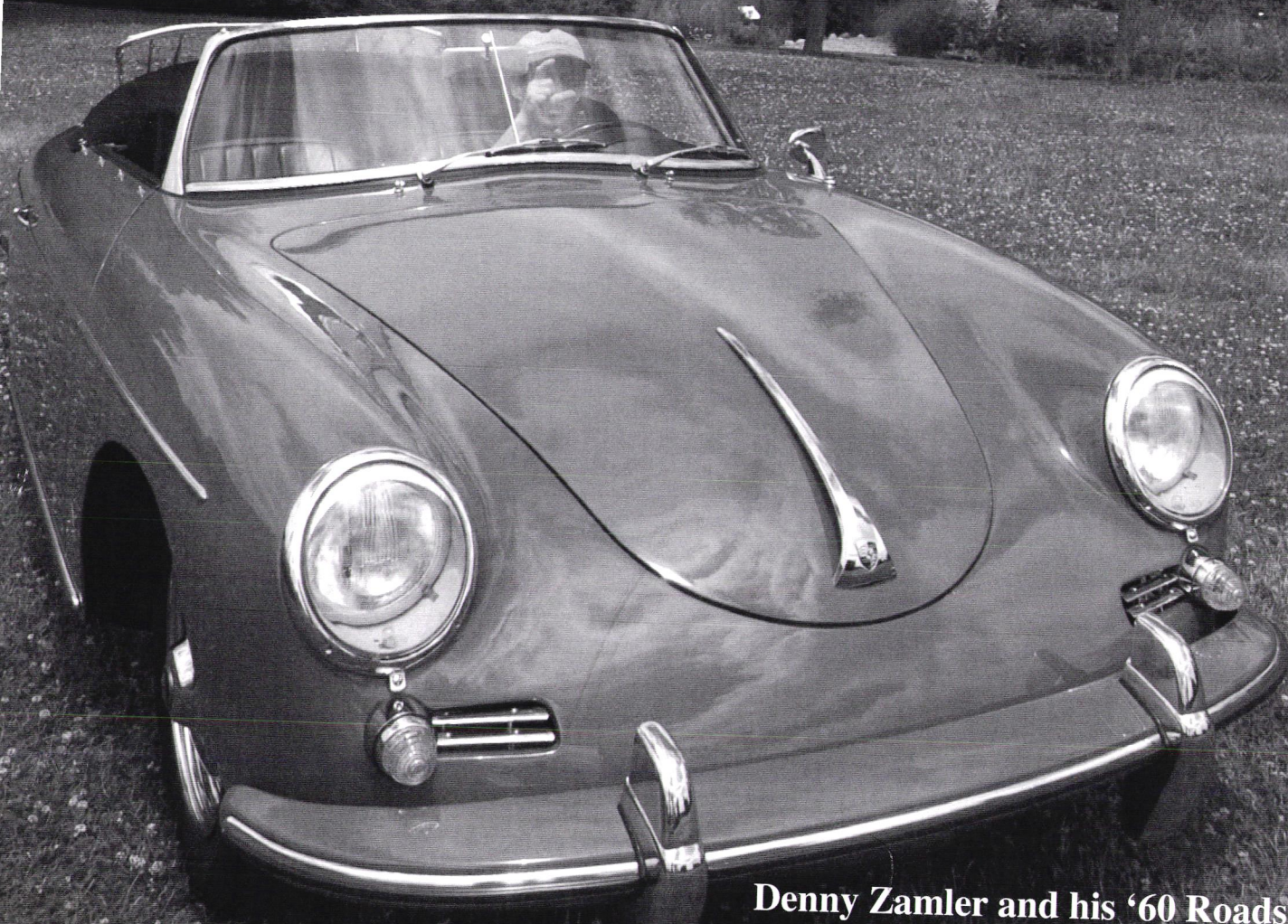


Auspuff Roar

IN MEMORIAM
GOTTFRIED HOGH
1939-2004



Denny Zamler and his '60 Roadster

August/September 2004
www.356motorcitiesgruppe.com

ON THE COVER:

Gottfried Hogg captures Denny Zamler in his 1960 Roadster. This image is from Gottfried's last photo shoot.



Speedster 50th Anniversary. See page 18.

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NEWSLETTER

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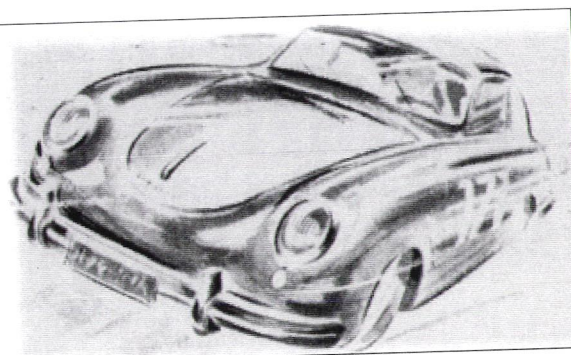
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EDITOR'S LETTER

FAREWELL ...FOR NOW

We all suffered a great loss with the passing of Gottfried Hogh last July. The consummate gentleman, he was a joy to be around, something I tried to make happen as often as possible. It seems that every Sunday afternoon or evening, there he was in that extra chair at my computer desk, transferring digital photos from his laptop to my desktop so that we might put out yet another issue for the Gruppe. This was generally after a photo session of some kind, be it of a particular car for the "Zen" column, a Gruppe event, or even after a trip somewhere to shoot the "Destinations" photos.

Looking back, it amazes me that one human being could be so intelligent and yet so humble. I realize now how much I depended on him to answer all of my difficult questions about computers, digital photography, and the internet. When I posed a question, the response was usually "What are you doing right now? Perhaps I will come over and show you". At the same time I must confess that I never had a reason to query him about bugs, computer language, or ancient Roman history--the things he was *really* good at. You see, all of this other stuff, the stuff that we all knew he was good at, was more of a hobby to him. He was just so good at it we thought he was a professional. Intelligent *and* humble.

Here we are, four months after his passing, and I can just now bring myself to finish the "next" Auspuff Roar, which was actually 95% done at the time of his death. We were supposed to go to the *Porsches to Pinckney* event to shoot photos for the last remaining empty page in this issue, but we never made it. You won't see anything from that event here now, but you will see as much as possible from the remaining unfinished articles. Some text and photos intended for this issue are still on Gottfried's laptop. He had them ready to go, and we were just waiting for the Porsches to Pinckney photos to be shot and for Sunday afternoon to roll around before we transferred the material. Gottfried's beloved nephew Nicolas actually pulled up the material from the laptop, but we weren't able to get together before he left to go back home to Frankfurt, Germany. That's all right, because for some reason I feel OK that the material is still there. It's where Gottfried left it, so that's where it belongs.

I have two very vivid memories from last summer. A few weeks before he died we attended the International Stars Mercedes Benz club annual picnic. They have a lot of fun and divided the cars by color for their People's Choice awards. I won Best Red car and Gottfried won Best White car with his newly acquired '55 Continental coupe. To top it off, he also won Best of Show. We had a great time joking with the Benz people about the Porsche's coming in and taking all of their hardware, and it was their own doing! Some terrific photos were taken that day by Gottfried, but they never made it out of his laptop. The other great memory was four days before he died. Gottfried, Bill Rohrer and I attended the Auburn Swap Meet, Bill in his car and Gottfried and I in my coupe. I rallied the troops to get going early so we could stop for breakfast and make good time. The only problem was that I didn't take into consideration that Indiana does not recognize daylight savings time and we got there VERY early, but hey, it left us with more time

for a good breakfast and some socializing. The meet was fun, and Gottfried took some great photos as you can see on page 24. On our drive back he noticed that I was quite tired and offered to drive my 356 so I could rest. I took him up on it, and as it turns out, it was the last time he ever drove a 356. Instead of falling asleep, I caught a second wind and we spent the rest of the trip chatting, brainstorming for the Auspuff, and discussing future plans for our cars.

In fact, Gottfried and I had many ideas and many plans for upcoming Auspuff Roar issues, but without his photography, input and friendship, it's just not going to happen. I'll miss everything about working with him and I'll miss everything about his friendship. Producing the Auspuff before he started helping me was fun, but when he started to contribute heavily, (he really became a "Co-Editor" but he would never let me put him in the credits as anything other than the "Art Director") it really turned into something special. It became a friendship and a working relationship that I doubt will ever be duplicated in my life, and it certainly will never be replaced.



**Gottfried Hogh in
his Boxster "ZeeBee".**

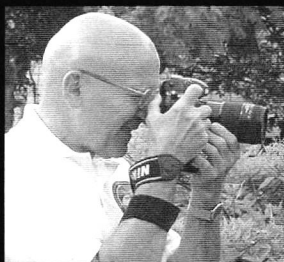
Because this is all so difficult for me right now, I am stepping down as editor of the Auspuff. Dick Beecher will take over as the editor and he will do a fine job. I just cannot see myself putting out the same quality of material on a timely basis right now, so rather than cheat the members out of what they deserve and have come to expect, I will step aside and give someone else a shot at it. I am, however, staying on to do the actual layout on the computer and handle all of the printing, so the look and feel will remain consistent. But now the task of gathering and editing the material will be in Dick's hands. I do not rule out coming back someday as the editor, but for now this is all I can do. Let's wish Dick the best. Please give him the same support you gave to me and please submit any material you have to him for publication.

In this issue you will see many of Gottfried's last photos. The "Zen of Neato" column shows his work shooting Denny Zamler's Roadster and you will see his last shots of an event from the Auburn Swapmeet. Also included is his unfinished "Photographer's Perspective" column about event photography. Best of all is the terrific tribute that Gottfried's sister Inge wrote about him. This will give you an insight to the incredible life this man led.

In the weeks following Gottfried's passing I received many kind words from numerous people. The outpouring of kindness from people was overwhelming. You all know who you are and I cannot put into words how touching it was to receive your notes. We will all miss him. I know that my family will miss him dearly. My wife cried as if she had lost a family member. Indeed we had.

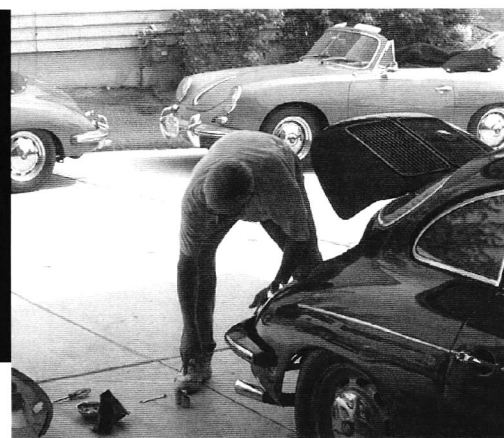
By the way, that extra chair that Gottfried would sit in while we worked on Auspuff Roar, well, it is still there, and I see no reason to ever move it.

SEBASTIAN



Photographer's Perspective

by Gottfried Hogh



Event photography,

a way of organizing one's thoughts about taking pictures.

The standard use of this term in professional photography generally points to a family event, one for which a photographer is hired to graphically record the participants and associated action. Wedding, birthday, and graduation photography are perhaps the archetypal forms. There is a "raison d'être" and there is also a customary set of images that follow from these familiar family events.

Well, we also have Gruppe events that characterize our Porsche 356 family. Many of these are periodic on an annual cycle. I only need to hint at the Gaeta House to Dexter Pub Summer Dinner Cruise, the Skirmants residence based Summer Picnic, and such big, "Supra Gruppe" events as the East and West Coast 356 Registry Holiday. Over the past half dozen years I've participated and photographed during a number of our happenings. Of course, many of our Gruppe members have been taking photographs over a much longer time period; I've only recently been active in making a photo record of our people and their 356's at these events. It's been fun.

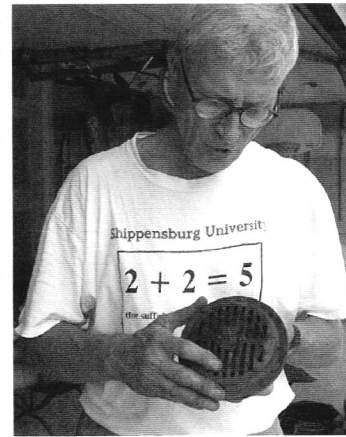
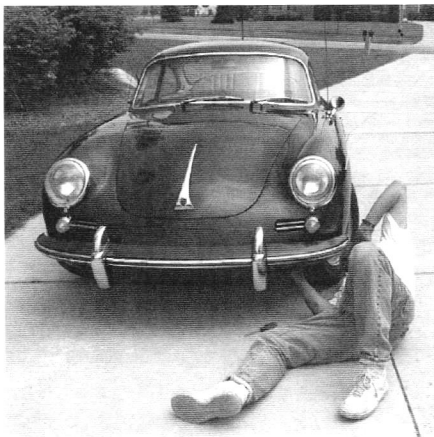
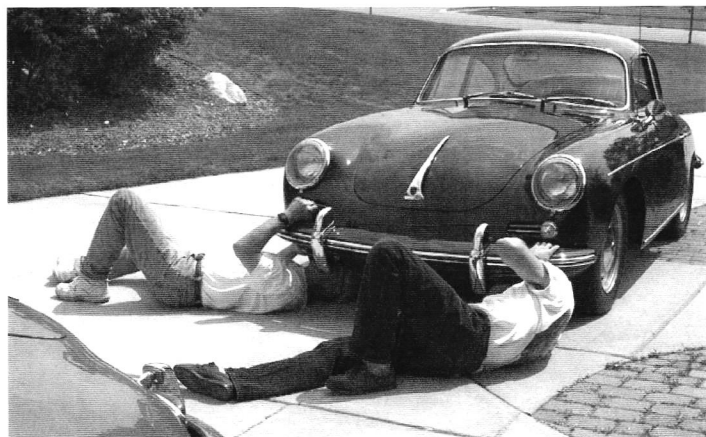
Event photography is simply a way of looking at the targets for the camera during these photo sessions. Let me concentrate on some much smaller scale, personal event documentation: the example I've selected is repairing and preparing a 356 for restoration. The events center on our colleague Tim

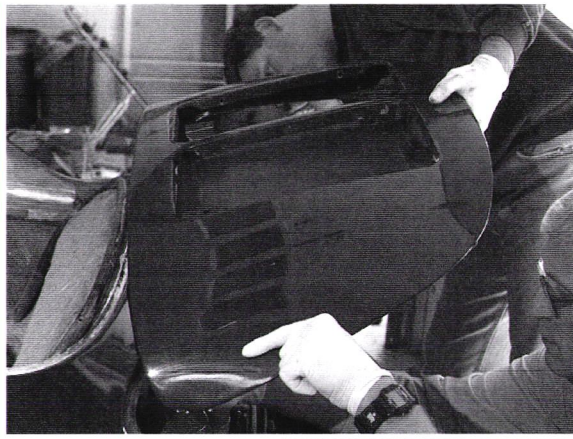
Buko and his blue 356B coupe. I've taken a considerable number of isolated groups of photographs of Tim's coupe. Perhaps some of my favorite are shots of his blue coupe driving at speed on secondary roads. It was when he decided to work on his 356 that the idea came to me, to partially document in photos, some stages of this restoration process. It occurred to me that the resulting images may have some further use. I did not anticipate writing a brief sketch of the photographic process for the Auspuff Roar.

The organizing framework which event photography supplies is to structure the activity of taking photographs before the fact, and organizing the photographic results after. The first consideration is to determine the duration of the event. This will determine the rate of making photo exposures and the total number of photographs covering the event. A secondary consideration is the type of photographs expected. That will determine what lenses and other photographic accessories such as tripod, flash, and filters which are taken along with the base camera.

The figures on these two pages cover two separate events.

The three photos on the bottom of this (left) page illustrates Tim repairing the horn on his 356. This was a brief sub-event of a Saturday morning repair session at Sebastian Gaeta's garage in Ann Arbor on July 29, 2001. Bill Rohrer and I were also in attendance. In fact, the main part of the

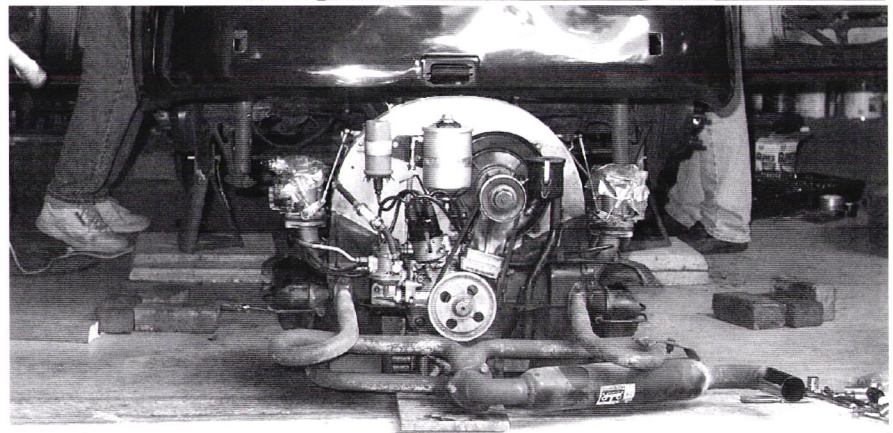
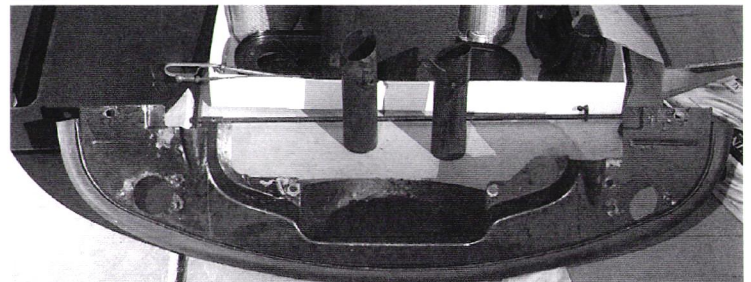
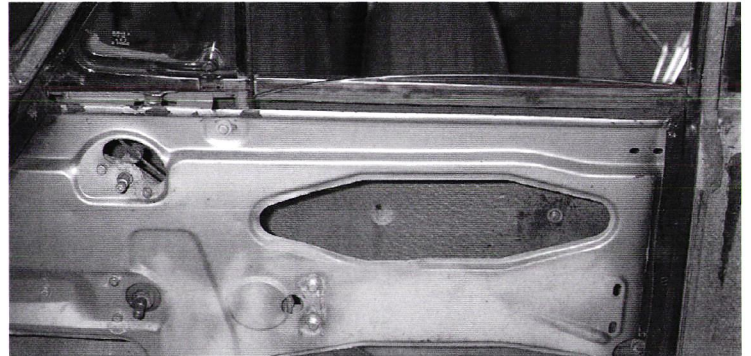




activity centered on pulling the front disk brakes from my 356C Cabriolet. Bill brought his 356B Cab to illustrate balancing the carburetors at idle engine speed. Since this was an interesting if very small Porsche 356 event, I also brought my Nikon D1.

The eight photos on the borders of the right page are from a photo session at Tim's garage on September 23, 2003. During that event the main task was to remove the engine from Tim's coupe. He had already stripped some of the cabin interior, but now was the time to disconnect the engine from the transmission, chassis, and control / fuel / electrical lines. The engine then was taken to Sebastian's garage for a thorough cleanup. My involvement was limited to recording the event by taking photos.

Gottfried was unable to finish this article before his death. I decided to publish it "as is" as a memorial to him and his last column. God bless you my friend. SPG



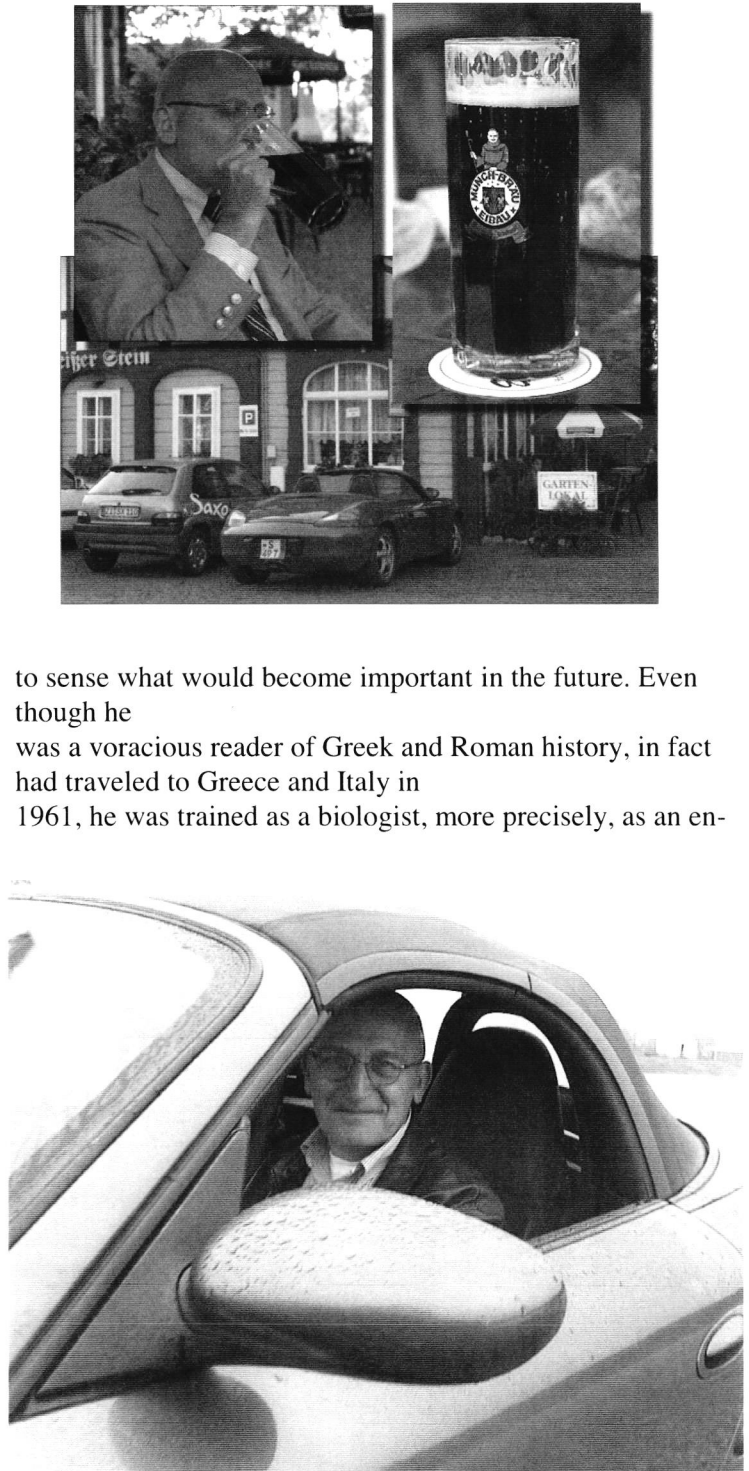
IN MEMORIAM GOTTFRIED HOGH 1939-2004

by Inge Baumgartner

“...he was blessed with the sort of intense curiosity that most of us experience so infrequently it often seems to come as a surprise. I’m not talking about the kind of curiosity that *invites* but about the kind that *demands*, not about the kind that says *I wonder* but the kind that says *I must know*. The kind that makes you immerse yourself in a subject, ponder it over and over until you are able to make sense of it for others and, in so doing, give your own life new meaning in some small way. Under such a spell, humans can accomplish the extraordinary. One need not be a genius like Alexander von Humboldt to make unseen worlds appear.” 1

After having lived for one year in Germany, our son Nicholas and I returned to Michigan in August 1 1986. Gottfried picked us up at Metro Airport with the words, “I have a surprise for you.” Now, surprises from Gottfried were nothing new. He astonished our parents and me frequently by doing the unexpected, by heading in directions we did not imagine, or by taking actions that seemed to us extraordinary, even daring. Several examples come immediately to mind: back in Slovakia, in the fall of 1 1945, when he entered first grade, Gottfried told his teacher on the first day that he was master of seven languages. Curious about this talent, she asked him to demonstrate his skill. Since they spoke in Slovak, he began counting from one to ten in German, then also in Hungarian, but when he continued by offering an obscenity in Russian (learned from the occupation forces in the city) she put a stop to this boasting immediately. And then, as a twelfth-grader, he surprised our parents when he told them he would be giving one of the speeches at his high school graduation. Their quiet, reserved son who shared a minimum of information about his high school courses, who spoke only German with them and devoted his time to books, cars, and photography, would make a public speech? None of us could believe this. But Gottfried read his speech with poise and confidence, thereby giving our parents reason to be proud of him.

Another example, which at the time caused a good amount of anxiety, demonstrates Gottfried’s uncanny ability



to sense what would become important in the future. Even though he was a voracious reader of Greek and Roman history, in fact had traveled to Greece and Italy in 1961, he was trained as a biologist, more precisely, as an en-

tomologist, and in 1966 had accepted a teaching job in the biology department at Northern Michigan University. While living in Marquette, he thoroughly enjoyed winter sports, skiing and skating, but also hiking and camping in the Upper Peninsula, and continued taking breathtaking photographs of the rugged Lake Michigan surroundings. So in 1972 he surprised us again and even caused our parents some anxiety when he announced his decision to embark on a new career. Resigning from teaching biology and moving in with us in Albion, Gottfried enrolled in fledgling computer science courses at Michigan State University. But we should not have been surprised. Gottfried's unswerving interest in anything mechanical or technical from the time he built his first radio, created a dark room under the stairwell of our parents' basement to the time he ordered his first computer kit proved that at heart he was really an engineer. His research and work as a biologist was a kind of interlude before he settled on the career that he loved, namely engineering in general but computer science in particular.

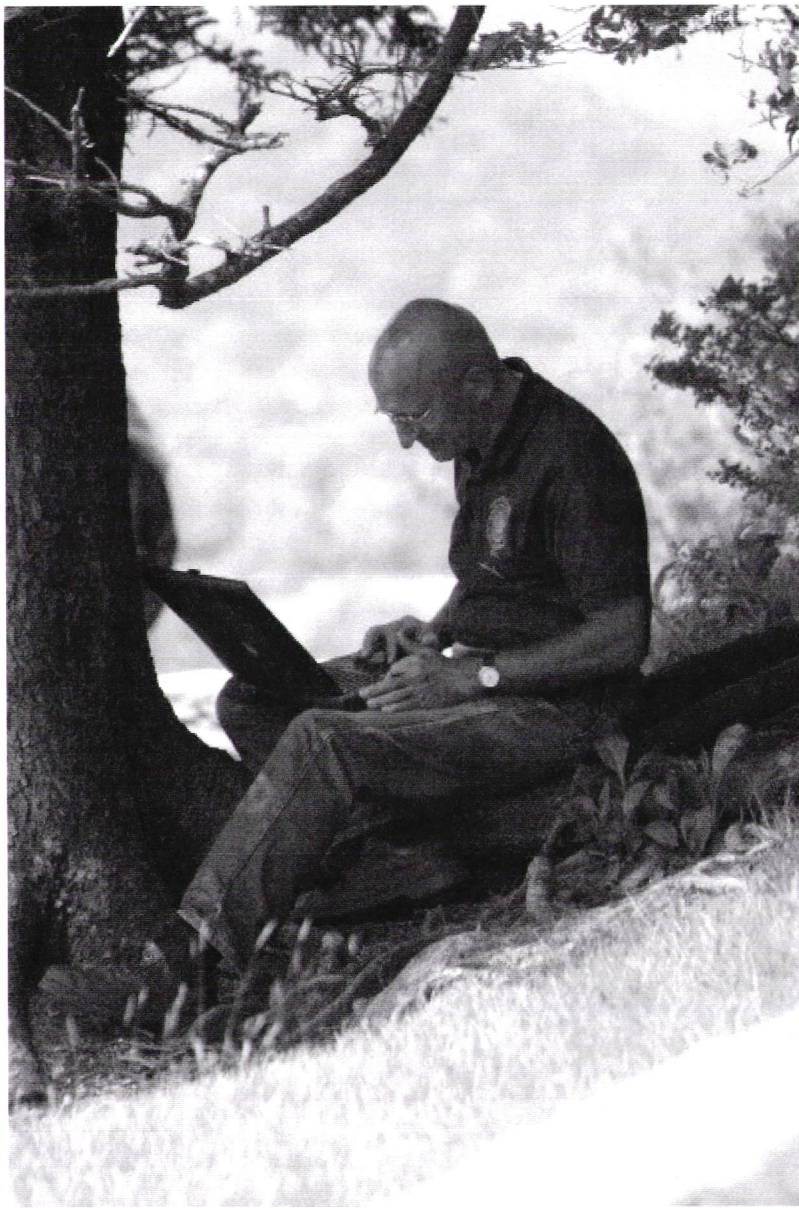
A more teasing, mischievous example is the letter Gottfried wrote me from New Zealand in March of 1986. Living in Germany at that time, in days when (our private) transatlantic telephone calls were as rare as rotary dials are today, I was less aware of Gottfried's daily routine, vacation time, or travel plans. So his letter from New Zealand, totally unexpected, was not only a great surprise, but also cause for concern. But, as always, he had a convincing explanation. "One of the main reasons," he wrote, "for coming down here at this time is the appearance of Halley's Comet." He "had seen the celestial visitor back around early January from west of Ann Arbor before its closest approach to the sun. Its tail was very small and the whole thing was barely distinguishable from a star at that time." But on that morning (9 March 1986) he "rose at 1:30 a.m. and drove two hours to a sheep station converted to a temporary comet observatory and had an excellent view of the comet. It was visible to the naked eye for over an hour before

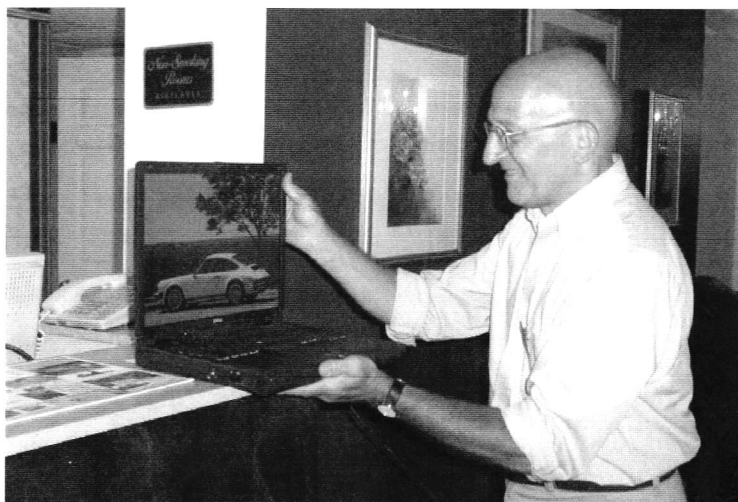
the sun rose." Typical, I thought, and how fortunate he was to experience this phenomenon.

So five months later, on our drive from Metro to his house, Gottfried's greeting me with a surprise was no longer a surprise. Pulling into his driveway, he pointed to something ahead of us exclaiming, "That's it." Before us was parked a white Porsche Carrera 911. Just a touch disappointed I responded: "It's only a car' That's so special?" I soon learned how special this new car was for him. Never before had I seen him so pleased, so happy about a new acquisition. It fulfilled one of his cherished dreams. Looking back, I think this car took on deeper meanings as well. For one thing, it has come to symbolize Gottfried's connection with his past, his love of beautifully designed and expertly engineered cars; it came to represent achievements in his career, and, unknown to him or to us at that time, it also foreshadowed the direction he was to take after his retirement.

Perhaps it was on that day that Gottfried reminded me of the time when he was about sixteen, had an after school job at the Downtown branch of the Detroit public library that allowed him to explore the city. He often visited Hudson's Department Store, and there one day he saw "live" for the first time a Porsche automobile. It was love at first sight. No doubt this

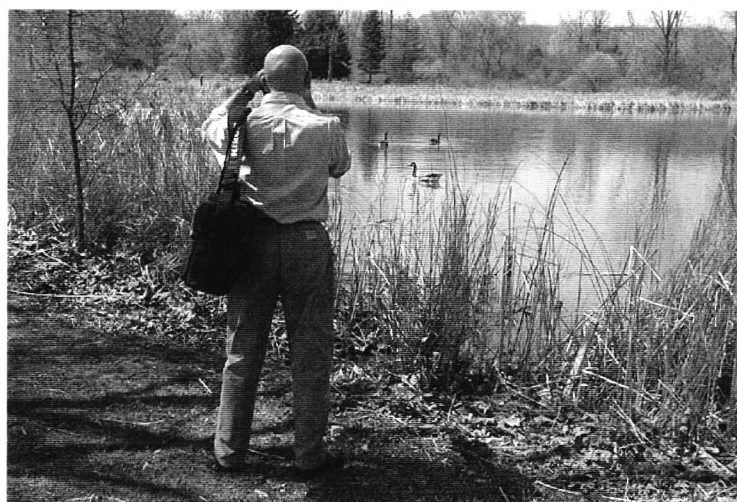
meeting was not mere chance, Gottfried knew much about cars, especially German cars, for he was a prodigious reader of books and magazines on the automobile, on aviation, mechanics, technology and was thoroughly familiar with all types of ground vehicles and airplanes. He told me later that when he saw this Porsche, he vowed to own such a car as soon as it would be possible. Such was the case in 1986. How much Gottfried loved this 911 is revealed in this anecdote: back in 1998, when mechanical failure prevented Gottfried from driving it home from somewhere in Ohio, he called us in the middle of the night, asked my husband Jorg



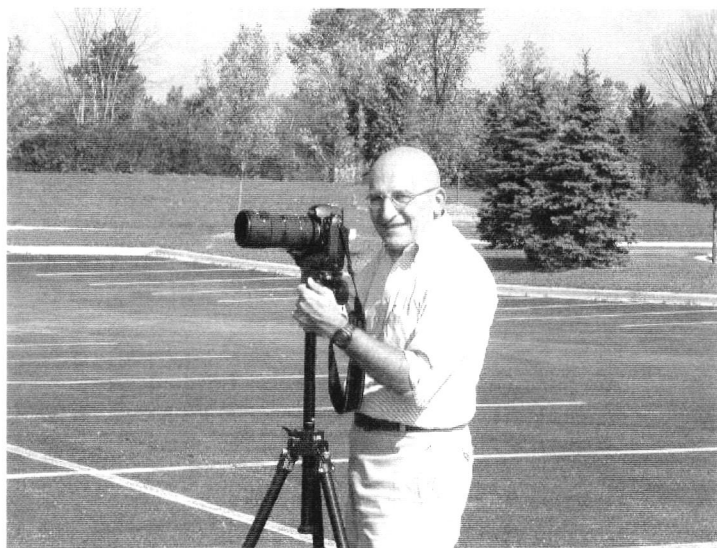


and our son Nicholas to drive from Albion to Ohio, and with our Passat they hauled the 911 on the arduous journey along back roads to Howard Cooper's Ann Arbor. Gottfried would not let any local mechanic touch this car. So obsessed was he with it that when he drove it to a restaurant, say Gratz's, the Common Grill or Max & Erma's, he would park it right outside the window of the establishment, of course taking the required window seat, so that his car would be within view.

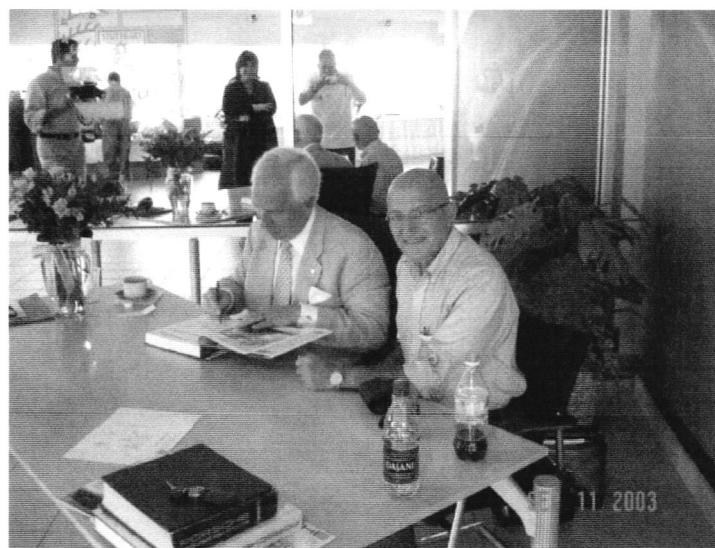
Though Gottfried loved to take extended trips in the early 80s, his work at Ford Motor Company and with computers claimed virtually all his time in subsequent years. Having turned into the proverbial workaholic, rising at the crack of dawn, keeping long hours, working on weekends, skipping vacations, his social interactions were reduced to a minimum. But this changed in 1998. Gottfried retired. Though at first I had grave misgivings, convinced that he would be unable to cope with so much free time, that he would be bored with nothing to do, it turned out to be the best decision he made. It surprised him perhaps as much as it surprised us. By turning his seemingly boundless energy and enthusiasm to nurturing relationships with family and friends, by doing what he loved most, his temper softened,



his personality blossomed, his spirit found new goals; in short, he became a different man. A wonderful life began for us because Gottfried was generous with his time. A frequent visitor to Albion, he joined us in all family celebrations during holidays and birthdays. He memorialized them all in his photography. Above all, he took an avuncular interest in Nicholas, visiting him regularly in Oberlin, OH, and in Nashville, TN, attending his piano recitals and later graduation ceremonies. Together in May of 2000, they picked up Gottfried's new Boxster (affectionately named "ZeeBee") at the Porsche plant in Germany and traveled together for two weeks, retracing our family's exodus from Slovakia. Back in the States, he and Nicholas drove on the Natchez Trace three times and visited favorite places in Northern Michigan. On May 3, 2001, Gottfried posted an eloquent summary on the Boxster Board in celebration of ZeeBee's first birthday: "It was a year ago today that I picked up a Tourist Delivery Zenith Blue Boxster at the Porsche plant in Stuttgart/Zuffenhausen. After driving it in the company of my nephew for two weeks in central Europe, I had to return it to the shipping process and then wait another five weeks, till it arrived in Charleston, SC. Since then I have given it a label and driven ZeeBee almost on a daily basis.



Gottfried in his natural habitat.



Karl Ludvigsen signing Gottfried's "Excellence". That's Chuck Stoddard taking the photo in the mirror.

"ZeeBee is my third Porsche, thirteenth convertible, and 31st car I've regularly driven during a lengthy (46-year, ~675,000 miles) and variegated driving span. I'm an inveterate note-taker and record-keeper, and computers have made this 'malady' even worse. It has meant that the driven history of ZeeBee is even better documented than [of] my previous cars. As an example, with the advent of the US global position system (1 980s) and my purchase of a GPS receiver, I've now a detailed 'track record' of about 90% of the mileage since early 1 998. My computer also has data on ALL the fuel that has gone into ZeeBee's gas tank, and ALL the German DM, Slovak Koruni, Austrian Schillings, and US dollars that have flowed out of my wallet to pay for the energy. ZeeBee is also my most photographed car. One of the most enjoyable aspects of the Boxster has been its social facilitation. In that regard it is almost like a well-bred dog. I've met (both, in person and electronically) an interesting array of people. The most recent have involved some casual conversations with German tourists in the Vieux Carre of New Orleans. Some acquaintances and friends have also experienced a 'turn-at-the wheel' and so have come to understand my fascination with this elegant and graceful machine. It may only be a car, but it certainly is the most closely attuned to my interests and values. All other cars, from Yugos to Lambos, pale in comparison. Even other Porsches such as the 550 or 904 that have an aesthetic appeal to me can't measure up to the sheer beauty AND practicality of the Boxster. That utility is part of the Boxster's special advantage, without being detrimental to its form and sports-car function."

And Gottfried thrived in other ways thanks to new-found friends in the 356 Registry and in the 356 Motor Cities Gruppe. Here he found kindred spirits, men and women who shared a passion for a particular model of Porsche automobiles. This group impressed Gottfried with their expertise and dedication, and he learned from them, received help and advice on repairs and restoration. Above all, he enjoyed attending their social gatherings, picnics and dinners. Though I was a bit taken aback when, in 1998, he showed up with a 1964, restored red 356 Cabriolet, I was less astonished when he told us about getting the 356 Continental. By this time I



had learned that for Gottfried these cars were not a means (of transportation, as they are for me), but an end in themselves. Ironically, however, they were a means for him as well; a means to create long-lasting friendships, a means to join a community of wonderful people. This became evident when so many of these friends came to pay their last respects to Gottfried at the memorial service. Arriving in beautifully restored classic automobiles, they extended words of comfort to us. After the service, I saw cars lined up at the funeral

home, sparkling in the bright sunlight like precious jewels. Driving slowly the short distance to the cemetery, this cortege formed an honor guard for Gottfried. Deeply moved by this demonstration of sympathy, I, for one, came to realize how strong the bond of friendship was among members of the Motor Cities Gruppe, how much Gottfried meant to them, and how much they had meant to him. For all this, Jorg, Nicholas, and I extend our gratitude.

I began this essay on Gottfried with words describing the German explorer and scientist, Alexander von Humboldt. In many ways, this description fits my image of Gottfried. He, too, "was blessed with the sort of intense curiosity that most of us experience so infrequently it often seems to come as a surprise." His curiosity also "demanded to know," had an intensity that could penetrate a subject to its very core. He immersed himself into a topic, he pondered it until he could make sense of it.

I marveled at the way he could explain in great detail, for example, an event in British history, the function of a muscle in one's body, the process of developing film, or the mysterious workings of a computer. This curiosity, but also his intelligence, his intellect, his generosity, and his modesty endeared him to us and enriched our lives in more ways than I can say. In losing him, we have lost a beloved brother, brother-in-law, and uncle, and a dear friend.

Carl I. Wheat, *Mapping the Transmississippi West 1540-1861*, vol. 1: The Spanish Entrada to the Louisiana Purchase, 1540-1804 (San Francisco: Institute of Historical Cartography, 1957). On page 132, Wheat describes the German scientist and explorer, Alexander von Humboldt (1769-1859).



The Zen of Neato

by Brad Richards
Story by Sebastian Gaeta

1960 Roadster

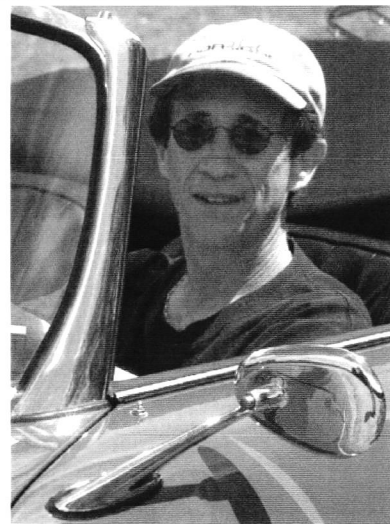
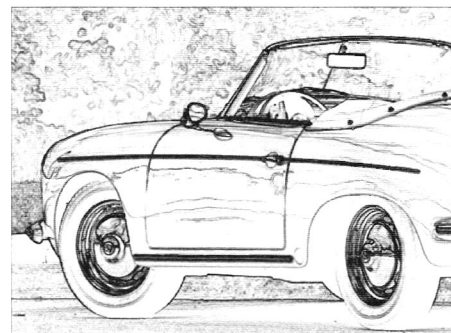


In June I ran into Denny Zamler when he told me about his impending open heart surgery. It took me aback as I always thought of Denny as in great health and full of energy. Apparently, the surgery was to repair two valves that weren't quite functioning properly. When he told me that the surgery was scheduled for July 13th at the U of M hospital, I immediately set up a visit a couple of days after the procedure. But the weekend before the surgery, I called Denny to see if he wanted to get his mind off of things and come to Ann Arbor for some Porsche fun. We set up a time to meet the next day so that Gottfried could shoot his car for the next "Zen" article.

Little did we know, but this would be Gottfried's last photo-shoot. Gottfried enjoyed this particular type of auto related shoot because of the interaction with the people who owned the cars.

Two very different paths for the two gentlemen involved here—one life saved and the other soon lost. I'm glad for the both of them that they were able to get together for this shoot on such short notice; I know it did a world of good for both of them. I am also glad that I was able to be there with them.

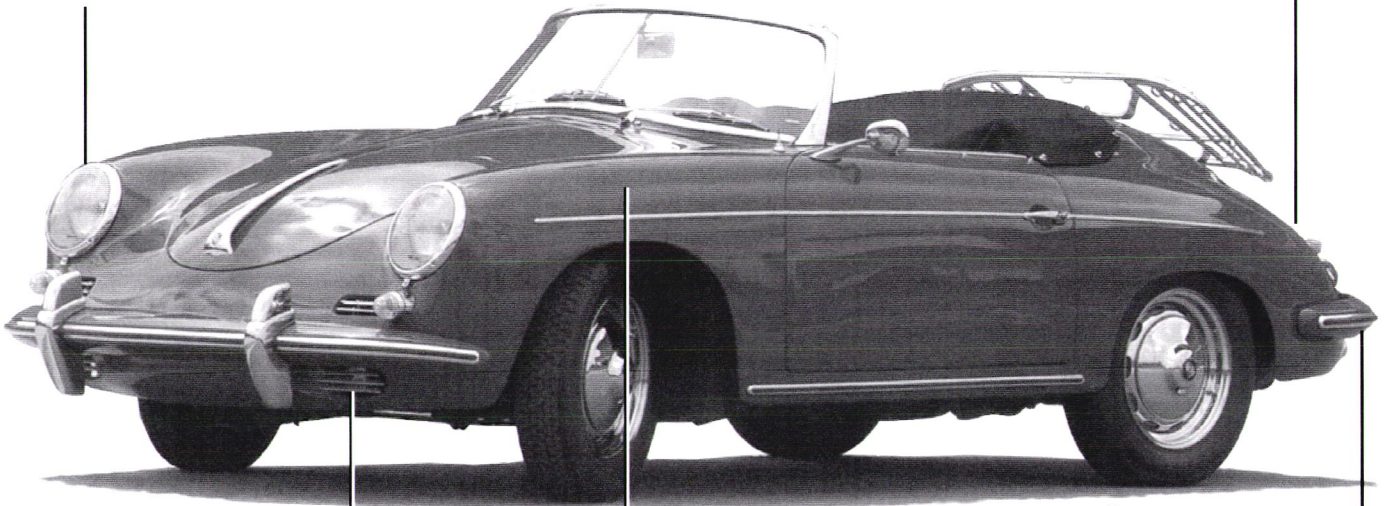
This column just wouldn't be the same without Gottfried's beautiful images. Therefore, this will be the last "Zen". Brad wishes to thank all of you who enjoyed his design critiques and I wish to thank all of you who read the column and enjoyed Gottfried's photo's. SPG



T-5 APPEARANCE IS DRIVEN BY HIGHER BUMPERS, "NEW" FENDERS, HOOD AND MORE VERTICAL HEADLAMPS.

BEING A '60 MODEL YEAR CAR, THIS ROADSTER SPORTS THE "LARGE" WINDSHIELD COMPARED TO ITS 'PRE-'60 BROTHERS.

FROM THE A-POST REARWARD, IT LOOKS A LOT LIKE THE CONV. D. BASIC BODY FORMS CAN BE TRACED BACK TO THE SPEEDSTER



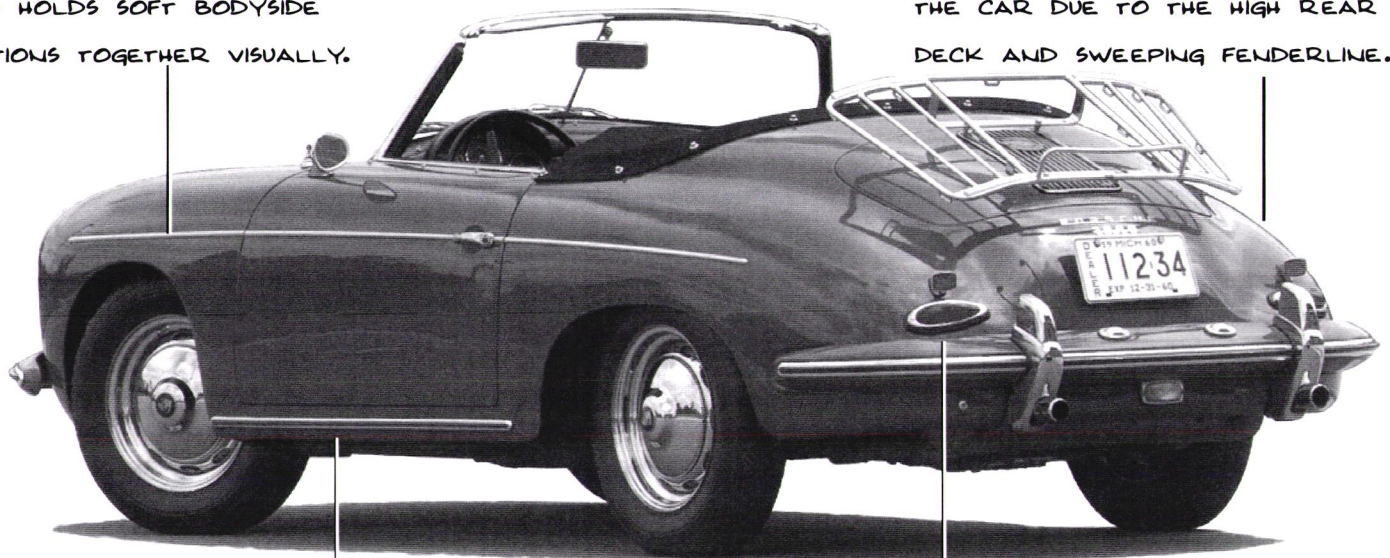
BRAKE COOLING WAS AIDED BY VENTS STYLED INTO THE LOWER FASCIA BELOW THE BUMPER.

THE T-5 ROADSTER HAS THE SAME GENTLE ARC IN ITS BODY THAT PREVIOUS PORSCHES DID. THE MAIN DIFFERENCE BEING A SUDDEN TAUGHTNESS AT THE FRONT FENDER DUE TO THE UPRIGHT HEADLAMP.

REAR BUMPER HEIGHT IS SYMPATHETIC TO FRONT BUMPER HEIGHT

SIDE SPEAR LOOKS GOOD AND HOLDS SOFT BODYSIDE SECTIONS TOGETHER VISUALLY.

THIS IS THE MOST STRIKING VIEW OF THE CAR DUE TO THE HIGH REAR DECK AND SWEEPING FENDERLINE.



STRONG HORIZONTAL ROCKER PANEL LOCKS THE CAR TO THE GROUND

FROM THE A-POST REARWARD, IT LOOKS A LOT LIKE THE CONV. D. BASIC BODY FORMS CAN BE TRACED BACK TO THE SPEEDSTER

Best of Porsches and 356's

By Gerald Vanvliet

I recently read an issue of Excellence which contained an article, "The Ten Best Porsche Designs". A few days later I saw a program on ESPN, "The Twenty-five Best Sports Movies", which got me to thinking. Sebastian is always looking for articles for Auspuff, what about an article on Best of 356s. So I gave it some thought, put pen to paper and here is what I came up with, a list of lists about 356s and Porsches. Things we all have no doubt thought about at one time or another, and others that I hope will either cause you to scratch your head, or maybe bring a little smile to your face.

Three Best Movies Involving a 356 or a Porsche.

Before I get to the list I need to establish my ground rules for inclusion on this list. One, the movie should be great, or at a minimum very good. Second, it must contain 356s or other Porsches that are more than merely background. The better the movie and the more important a role the Porsche plays in the movie, the higher it should be on the list. For example in Bullit, Steve McQueen's girlfriend drives a "Cab" which he uses after he has wrecks his Mustang. That doesn't count. The car was just a car in a movie, even though it was a 356. So with that established let's get to the list.

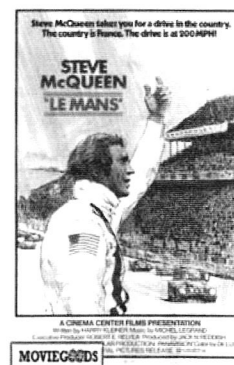
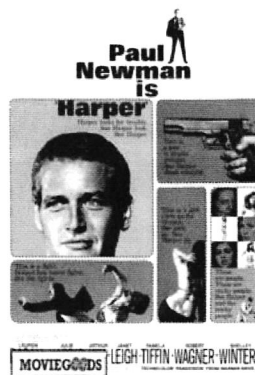
Honorable Mention. Spy Game - 2001. Robert Redford, Brad Pitt and the CIA. Redford plays a sort of rogue senior operative who mentors Brad Pitt. Things go bad for Brad Pitt and Redford has to bail him out, all the while putting it over on his boss/nemesis at the CIA. In the next to last or last scene in the movie, which lasts no more than thirty seconds to a minute, Redford is shown leaving CIA headquarters (after having used his life savings to free Pitt and his girlfriend) getting into his early 91. He then slowly drives out and away. Just blew me away. This scene with the 911 put the finishing touch on just what kind of person Redford's character was in the movie. I included this movie on the list because I can't imagine this scene working with any car other than a 911. This scene is the essence of movie making at its best. The picture tells the story. However because its comes at the end of the movie and is such a minor part I could only give it an honorable mention, in spite of what I felt was its contribution to the movie.

No. 3. Tie. Doc Hollywood - 1992 and 48 Hours - 1982. Doc Hollywood; Michael J. Fox and a Speedster. 48 Hours; Eddie Murphy and a Speedster. Both pristine Speedsters. Good movies for both actors. Of the two movies the speedster in Doc Hollywood plays a bigger role than the speedster in 48 Hours. The reason these two are only number three is because you could have substituted an E-type or an old Corvette in either movie and they would have worked just as well. That's the key here, the Porsche has to be important to the movie. It's better that they both drove speedsters rather than anything else, but it's not good enough to rank either

picture higher. Good movies, good actors, great cars. They would however need at least two greats in order to move up on the list.

No. 2. Harper - 1966. Based on a Ross McDonald story. Paul Newman and a Speedster. Film noir. Paul Newman as a Private Eye in southern California in a cheap suit and a "beater speedster". You would never confuse this speedster with the ones in the previous two movies. The speedster is a perfect prop to Newman's character and I challenge anyone who has seen the movie to disagree with me on that. Maybe not a great film, but a great actor, really good supporting cast and a great use of a Porsche in a movie (two greats). I've also been led to believe, by an anonymous source, that Newman got hooked on Porsche's after driving around in the speedster while making this movie. Just thinking out loud; could Jim Rockford have driven a Porsche?

No. 1. Le Mans - 1971. Numero Uno! It's racing, it's Le Mans, it's Porsche 917s and Steve McQueen. Not a box office hit when it came out, but now a cult classic. It wasn't about GT 40s or Ferraris, it was about Porsches. 917s at speed at LeMans with the classically understated McQueen. In addition, there was terrific sound with engines at full song down the Mulsanne straight. Not much story, not much dialogue, but McQueen and Porsches! It doesn't get any better.



While we're on the subject of racing what about the **Best Porsche race drivers.**

I think everyone will concede that all lists are subjective. However there are degrees of subjectivity to lists depending upon the expertise of the maker of the list. The more authority the author of the list brings to the making of the list, the more credibility the list will have and in the end the more objectivity there will be. Therefore in order to put more substance and objectivity into the following list than I could ever bring to it I turned to our resident racer, Vic Skirmants for his input and assistance. I called Vic, told him what I was doing and asked him to give me his list of the top three drivers who ever raced Porsches. Vic immediately came up with Wollek and Holbert. I then threw in my suggestion to complete the list, which Vic immediately pooh-poohed, before "we" came up with Mark Donahue as number one. So "our" list is as follows:

Top Three Drives Ever to Race Porsches.

No. 3. Al Holbert

(Continued on page 13)

(Continued from page 12)

No. 2. Bob Wollek

No. 1. Mark Donahue

For an explanation as to the composition and ranking on this list you will have to talk to Vic.

(Don't ask about Hurley Haywood's absence from the list)

Now for My List (compiled solely on my own I might add)

Best Porsche Owner/Driver/Mechanic (current or past), bearded, over the age of fifty, of Latvian heritage, residing in southeastern Michigan, who has a cat named Hot Shot and whose wife was at one time president of Motor Cities Gruppe.

1. Ron Roland? Not Ron Roland, he no longer lives in Southeastern Michigan.

2. Bill Demeter? Does Demeter sound Latvian to you, and I know for a fact he doesn't have a cat.

3. Phil Kubik? Not Phil, although Kubik could be Latvian, the spelling of which was changed when his ancestors arrived at Ellis Island. However Phil does not wear a beard.

4. Roger Penske? Can't be Roger Penske his wife was never president of Motor Cities Gruppe

5. Vic Skirmants. Maybe not Donahue, or Wollek, or Holbert, but the BEST bearded, over fifty year old, owner/driver/mechanic of Latvian heritage, living in southeastern Michigan with a cat named Hot Shot, whose wife was President of the Motor Cities Gruppe

In reaching out to individuals with expertise to assist me in my compilation of the top three Porsche racing drivers I had first called Richard Hinson for his input on the subject. He wasn't home and as a result I then contacted Vic. Richard did however call me back later and in discussing the subject we got to talking about the old dinner table query, if you could invite any four or five people in history to dinner, who would they be? Again I deferred my knowledge on this subject to someone whom I knew would be able to make this an honest informed list. Therefore we have:

Top Three Porsche Race Driver's to Invite to Dinner.

Brian Redman. Barb and Vic will certainly tell you, as well as anyone who has ever interacted with him that he deserves to be number one on this list.

Derek Bell. A truly great driver (how many times did he win Le-Mans in a Porsche) and down to earth person, who according to Richard would make a superb dinner guest.

Vic Elford. The sleeper on this list. Not outwardly a talker. Actually someone who is quite reticent, although contrary to first impression very approachable. You have to start the conversation. Richard says he is just a storehouse of knowledge and is only too willing to share it, if asked.

Top Three Things Most Likely to be Worn by a Cayenne Owner/Driver

No. 1. Gold Chains.

No. 2. Designer Sunglasses.

No. 3. Jeans "laundered" by a dry cleaner.

If the Cayenne is a Turbo the probability of the above doubles.

Taking my cue from Excellence, let's get to the heart of an article on **Best of 356s and name the best looking design; Porsches - four cylinder, air cooled.**

Best Looking Design-Four cylinder-Air cooled - Street

No. 3. Type 356/001 "Number 1". Great basic design.

No. 2. Any year Speedster. Somehow an improvement on the design of no. 1.

No. 1. Type 356 (Pre A) Coupe. Beautiful shape. The close-in bumpers look great. No excess external trim. Style wise never improved on during the life of the 356. All they ever did was clutter it up.



Best Looking Design-four cylinder-air cooled - Race.

No. 3. 550 Spyder

No. 2. 550A Spyder. Lost the tail fins.

No. 1. Type 718 RS 60/61 Spyder. Great proportions. A more mature design than the 550s. Just the right curves, contours, and grilles.

(Ed. Note: I swore to myself that I would not chime in on this article, but what a shame to leave out the Carrera GTS, better known as the 904. Probably the most beautiful race car design ever. Way to go Butzi!)



Best Looking Porsche; All models, Street and Race, 1948-2004.

No. 1. 907 and 908 Long Tail - With or without a rear wing. Have you ever seen one of these or a picture of one, from any angle or perspective that was not favorable. The car has no hard edges. Smoothest, sleekest Porsche ever designed. Even adding a rear wing did not hurt it.

No. 2. Type 718 RS60/61 Spyder. See above

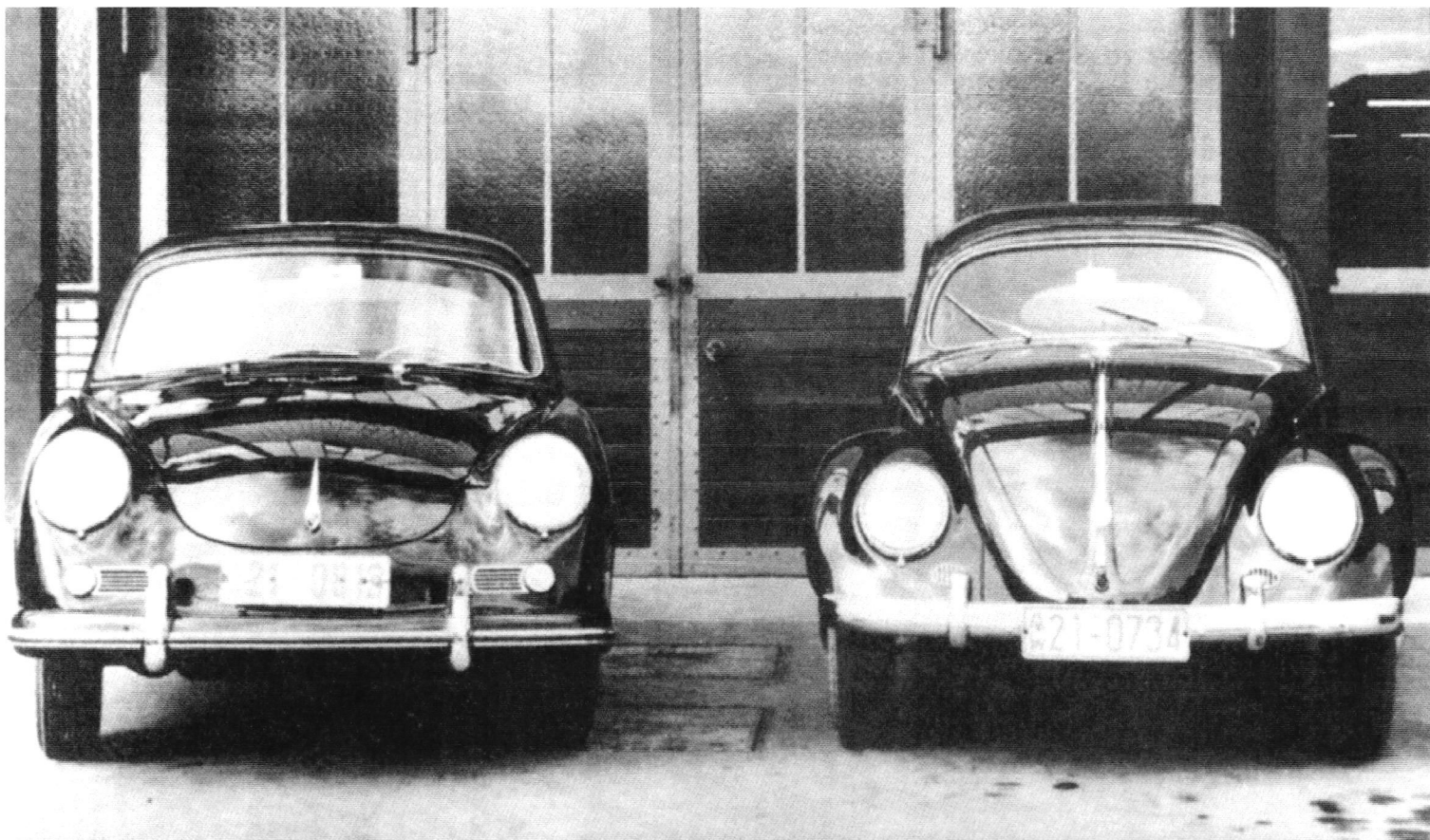
No. 3. Type 356 (Pre A) Coupe. Again see above.

Porsche All Ugly Team.

It pains me to use the term ugly in conjunction with the word Porsche, however you have to admit there have been some models bearing the Porsche name that appear to have gotten design input from the Pontiac Aztec design team.

No 1. 914. It really hurt to see these cars with the name Porsche on them when they first came out. Maybe time has softened some of the harshness of the styling, but you are never going to see anyone buying one because they love the looks of it. Should I get the Speedster or the 914? A Citroen 2CV is ugly, but on the other hand it's charming in an ugly way. There is nothing charming

(Continued on page 21)



When the Beetle Ran Forever

Christophurus #209 December 1987

Porsche did more than develop the Volkswagen in the thirties - the Stuttgart design offices were given the assignment of setting up production and establishing a factory in Wolfsburg, built from scratch, as well. Ferdinand Porsche was the first General Director in Wolfsburg. But the outbreak of war in September 1939 halted peacetime production, planned for that October.

When British officers of the occupation forces took over the factory in 1945, its buildings were 75 percent destroyed. Production began again despite that. Ferry Porsche, who had been responsible during the war for development of VW off-road and amphibious vehicles, reestablished ties to the Volkswagenwerk from Austria. In 1948 contracts for future cooperation were negotiated with new VW General Director Heinz Nordhoff. The Porsche Design Office, moved to Gmünd in Carinthia at the end of the war, worked on new VW developments. When these offices returned to Stuttgart at the end of 1949, where production of the Porsche 356 sports car began shortly thereafter, some Porsche engineers were transferred to Wolfsburg.

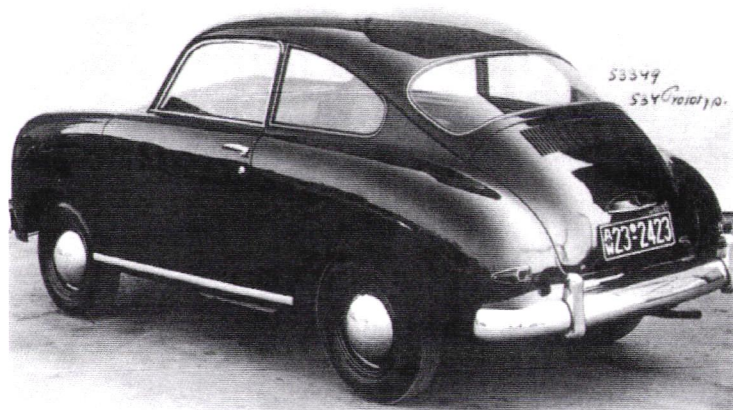
There were a great many new developments and studies for the Volkswagen factory in the years which followed. They played an important role for the Zuffenhausen development and experimental department, alongside work on the 356 and race cars. Ferry Porsche handled decisive negotiations personally and was a key figure in carrying out new projects. His aim was always functional im-



Beetle with Porsche body: Porsche first developed new sedans as studies for a Beetle successor in 1953. The Type 555 (top), compared to the Beetle, and (above) as a study with fastback and pontoon sides—was based on the Beetles platform frame. There was also a four-door version with notchback.

provement space utilization for instance, or comfort, operating ease and handling. His concern was to develop the basic Volkswagen concept further, to ensure its solid future. One factor in particular stood in the way of realizing such uniformly interesting projects: the enormous sales success of the Volkswagen. At the beginning of the fifties it couldn't be foreseen that the Beetle would become the most-produced automobile of all time. But it was quickly evident that not only the design of this car but also the production technology of the Wolfsburg factory were ahead of their time: the Beetle topped all comparable cars of those years in quality and reliability. Heinz Nordhoff had been accustomed to the policy of regular model changes, as a former General Motors manager, but became a supporter of model constancy and updating.

Thus the Volkswagen was constantly perfected and Porsche played no small role in improvements and performance increases. Ferry Porsche had already built sporting, twin-carburetor versions of the VW four during the war, which later led to the Porsche engine. Many new features which Porsche introduced were easily transferred to the VW engine. Chassis engineers from Porsche, including today's Development head Helmuth Bott, worked on improvement suggestions for front and rear axles which were taken over for Wolfsburg mass production - but often only years later. Changing the entire vehicle, or even replacing it with a new one - due to everrising sales figures - nobody wanted to accept responsibility for that step. The first million was reached in August 1955, ten years later the figure was ten million, amounting to barely half



Seven years difference: the Porsche-like Type 534 from 1953 (above) was an early study with unitary body. The Type 728 (1960/61) was tested to clear production readiness (below), using the same construction style. When this prototype was presented, VW head Nordhoff said "If we build this car, we can drop the Beetle."



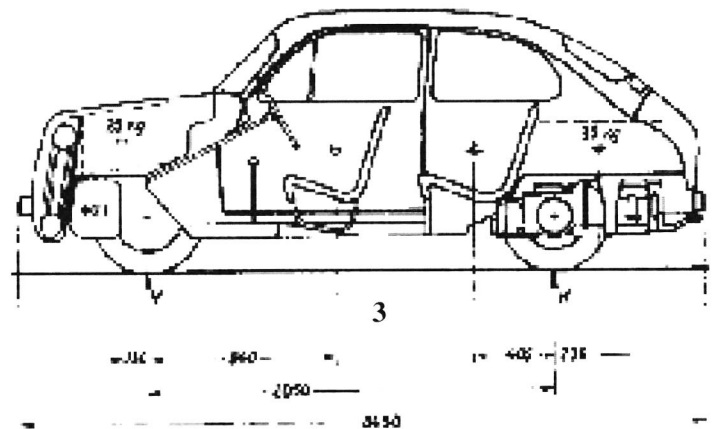
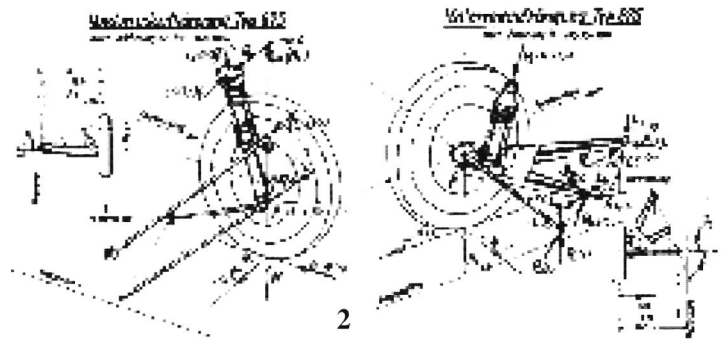
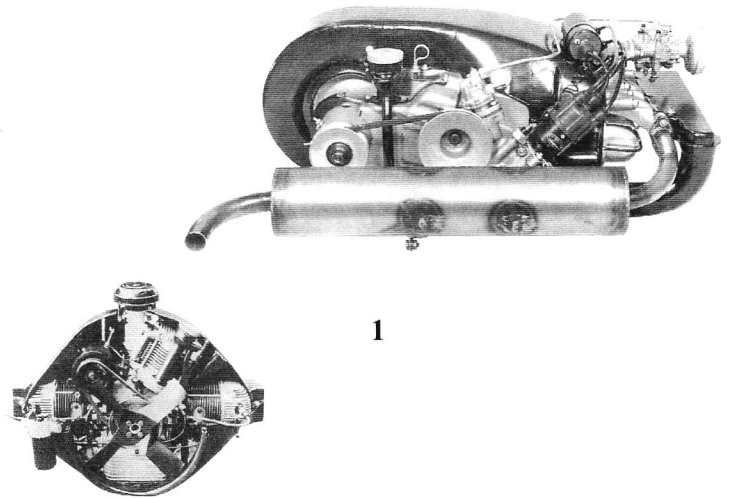
the eventual total.

There was never an advertising slogan as accurate as that for a Beetle, which ran forever. A major share of VW's development contracts with Porsche concerned additional models, to be ready for eventual shifts in the market. The Beetle had a relatively large-displacement engine of 1.2 liters, which could be a tax handicap. Success of smaller cars, such as the Fiat 600, suggested development of engines of less than a liter displacement, using three or four cylinders. Another trend of the time, which then disappeared, only to become current again with the "space cars" of the eighties, was the "van type" with small engine. Initially, the market required neither such additional models nor a Beetle successor. That is why prototypes developed by Porsche were dropped and their plans remained in the drawer - despite technical advances. The belief, sometimes voiced today, that it was all nothing more than new bodywork for the Beetle is completely contradictory to Porsche thinking then and now: proposals for body shapes did concern part of the contract range but form was always seen as a part of function. One was certainly prepared to meet styling tendencies of the era, but was primarily concerned with demands such as good space utilization, good vision, low frontal area or favorable air resistance. The demand for good space utilization was pursued so consequently that it still isn't matched in automobile construction. Even in a Beetle, the engine occupied a minimum of interior space or

“Initially, the market required neither such additional models nor a Beetle successor. That is why prototypes developed by Porsche were dropped and their plans remained in the drawer - despite technical advances.”

plan area. Extremely flat engine versions were developed in the fifties - to appear in the VW Transporter (Type 2) and later parallel model to the Beetle, the VW 1500 (Type 3) and its successor 411/412 (Type 4). They came close to the ideal of the "invisible engine."

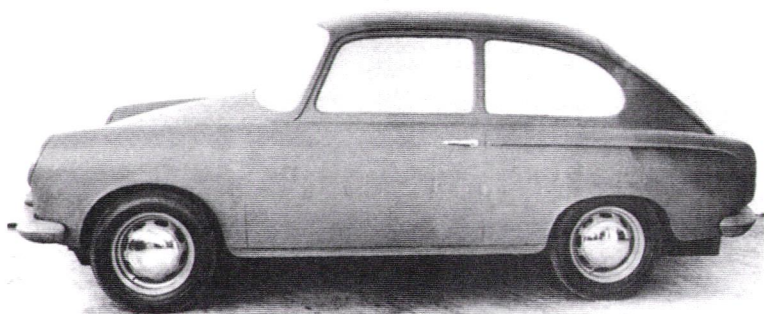
Even now, one is amazed at the number of designs produced by Porsche at that time. A clear goal was already set for the first of them, the Type 402 of 1949: this "study for a VW with shortened wheelbase and unitary body" was built to examine purposefulness in the small-car trend of the time and also to investigate the unitary building style deviating from the platform frame of the Beetle. Type 405 - another from 1949 - was the designation given to a study for increasing Volkswagen performance, projecting not only a 1.2 liter four of 32 HP, but also a 1.8 liter six of 50 HP which would fit the VW engine space. The additional weight of 35 kg would have made the car tail-heavy, but lengthening the wheelbase from 2.40 to 2.50 m would have achieved normal weight distribu-



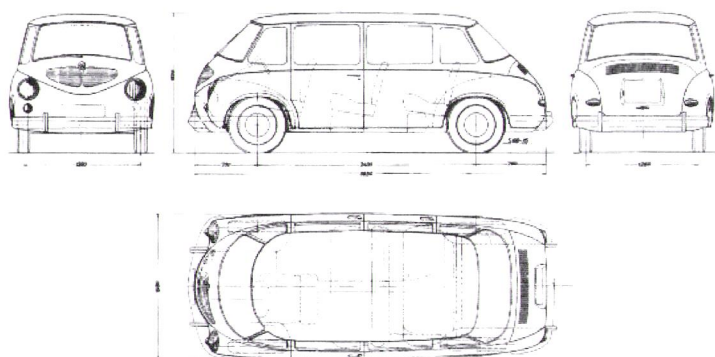
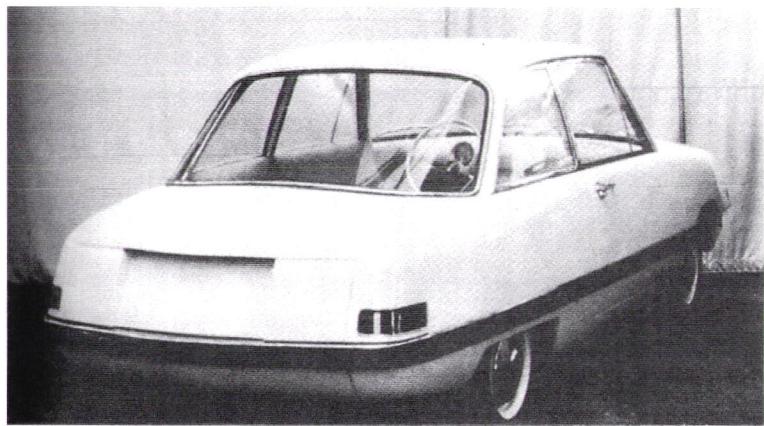
1) Flat construction style: the three cylinder, 600 cc gasoline engine was intended for the type 675 (see picture #3). Super-economical, small car propulsion: 600 cc, two cylinder, two stroke diesel with scavenge pump as type 619 from 1954/55.

2) Modern wheel suspension: space-saving, transverse-link front axle (left) and a semi-trailing arm rear axle (right) were planned for the Type 675.

3) Underfloor engine: the Type 675 of 1955/59 was a small car with space-saving construction. Three and four cylinder air-cooled engines were developed for it.



Beetle successor: the Type 728b was developed to production readiness. Above is a clay model and below is the final version from Porsche's Styling Department.



Spacious Vehicle: the Type 700 was developed in many versions. Originally it was to have a 600 cc engine.



Predecessor the VW Type 3: studies for both a fast- and notchback were produced under Type # 726.

tion once more. The air-cooled, rear-mounted six only appeared 15 years later, as the 911!

By 1951 Porsche was already working on four interesting improvement suggestions for VW: a wishbone front axle, a quieter engine, improved springing and a new rear-axle joint. Changes to front and rear axles only appeared much later in the Beetle, engine noise was reduced from that point onwards, using various means.

Another car with shortened wheelbase and unitary body, developed between 1952 and 1953, was given type number 534. It was to weigh no more than 650 kg. In the end they retained the platform frame of a Beetle, as the basis for the following Type 555. Both two- and fourdoor sedans showed a close relationship to the Porsche 356, despite pontoon body shapes.

Various diesel-engine developments of the fifties were directed towards extreme fuel economy. Apart from the known Beetle diesel engine, there were also entirely new designs such as a two-cylinder, two-stroke diesel with scavenging pump, Type 619 (1954 to 1956), laid out for 600 cc and 20 HP. Since interest in diesels was low in Wolfsburg at that point, this development was not pursued.

The Type 675 of 1955 to 1959 was a comprehensive new development with many variations. It was preceded by preliminary studies 672 and 673, for six-cylinder boxer engines of 1.5 and 1.2 liters, aimed more in the sporting direction with outputs of 54 and 43 HP. The Type 675 was projected as a small car of 600 cc and intended as a direct competitor to the Fiat 600. Type 675 No 2 had a four-cylinder boxer engine, wishbone front suspension and a very advanced, semi-trailingarm rear axle which only became common in automobile construction much later. It had a rear trunk reached from the outside, above its under-floor, rear engine.

Despite a wheelbase of only 2.08 m, the Type 675 was a very roomy auto, a product of that era when one had to offer a great deal of car for little money. There were many body suggestions- fastback, pontoon form with sliding doors and even a mini-van model patterned after the Fiat Multipla. Further developments for a van and sedan, using engine, gearbox and axles of the VW Beetle, were developed under type number 700. The variety of styles is interesting here Porsche didn't hesitate to include styling trends of the time in its form suggestions. The following Type 726 was noted as EA 97 - the Volkswagen factory had introduced its own numbering system for outside development contracts. Here we find conscious use of fastback and notchback alternatives for the first time, a common system today. Bodies were developed very carefully in all details and looked more elegant than the later production-model VW 1500, which emerged from these designs. The car was supposed to be powered by a 1.4 liter, "flat" engine. Further development was carried out in Wolfsburg.

A modern, small-car design with engines of 792 and 887 cc was completed between 1957 and 1961, as the Type 728 and later 752. Here too, one recognizes styling flexibility in the bodywork, with the influence of young Ferdinand Alexander ("Butzi") Porsche appearing for the first time. One of these Beetle prototypes anticipated developments of the following decade in proportions and lines. The fact that it never appeared as a new Volkswagen model, to star at the automobile salons, does nothing to reduce its high level of design quality.

Reinhard Seiffert

SPEEDSTER 50TH ANNIVERSARY

JUNE 25-27, 2004

MONTEREY, CALIFORNIA



As the two came toward us through the morning haze and glare, carrying everything on their backs, we didn't recognize them as they stopped to mop the perspiration from their brows. Yes, they were part of the crowd of people who were playing golf at the country's oldest golf course west of the Mississippi River.

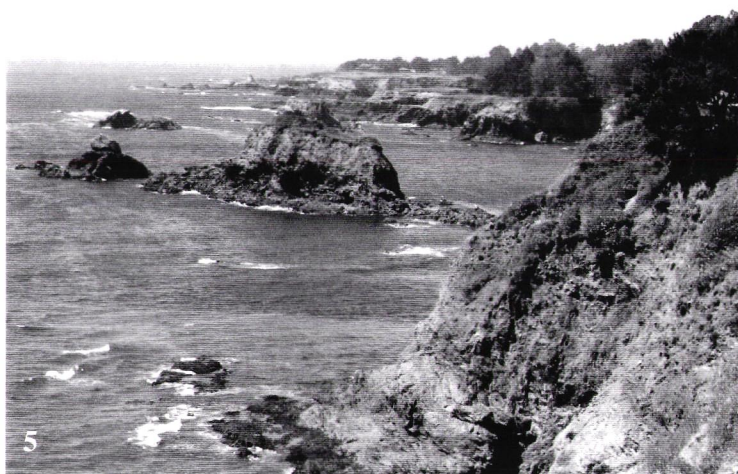
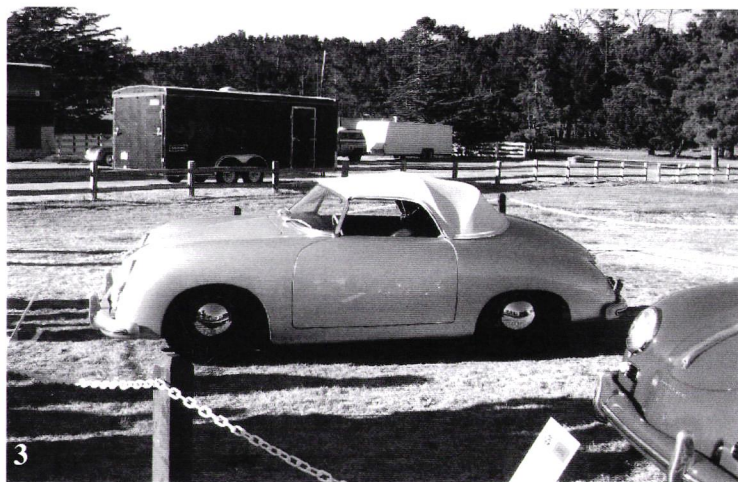
“...through Death Valley for 6 hours of 95 degree heat and no air conditioning...”

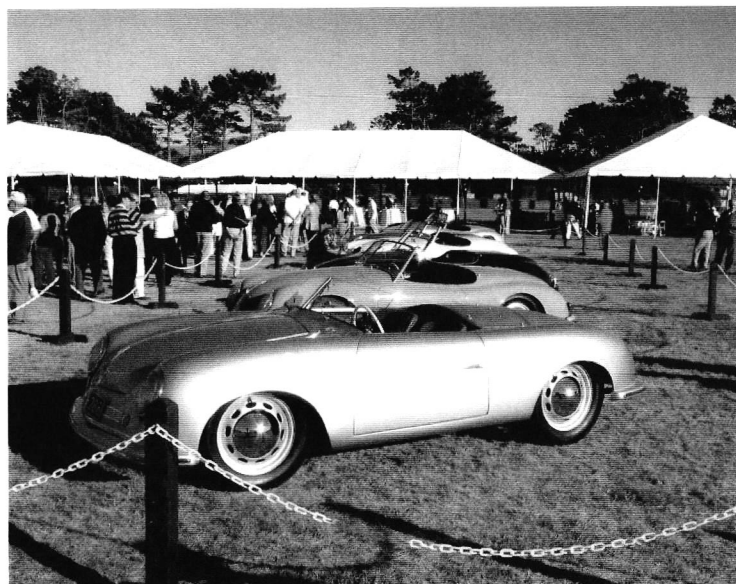
What has this to do with Speedster 50th anniversary event held on June 25th through the 27th? Well, the host hotel, the Monterey Hyatt, sat next to this lush golf course, and the welcome dinner was hosted at “The” Pebble Beach golf course. The concours event was held at yet another golf course at Quail lodge. And while we didn't know the golfers, you may recognize the people mentioned later because they are members of the Motor Cities

Gruppe.

Heath & Kathy Hurlbert shipped their America Roadster, Dick & Shirley Gobba shipped their black beauty Speedster, Loren & Linda Shook shipped their freshly restored white '54 356 Speedster, and Jack Chamberlin shipped his early BMW? Yes, even BMW had a concours event, and Jack even took third place. But I digress. Back to Porsches. Loren Shook trailered his Convertible “D” to Denver where he met up with other California bound enthusiasts and drove the rest of the way to Monterey with 6 other Porsches. They encountered heavy snow at the higher elevations upon emerging from a tunnel—it had only been raining upon entering the tunnel. What a drive, through Death Valley for 6 hours of 95 degree heat and no air conditioning. While Loren was on his great adventure, Ted & I flew via United into San Francisco, picked up a rental car and drove south to Monterey. Neil & Peggy Goldberg, Heath & Kathy, John Chatley and Tim Walls flew directly to San Jose, which is an hour or so closer to Monterey.

- 1) The big day. Over 100 Speedsters grace the grounds.**
- 2) the Gobba's black beauty is proudly displayed.**
- 3) The Speedster prototype was just one of many historically significant cars on display.**
- 4) The Motor Cities Gruppe was well represented.**
- 5) If you did not attend, this is what else you missed.**





Dick and Shirley Gobba drove their SUV out from Michigan and met up with their car as the transport came into the Monterey air-

port to unload the cars into a hanger. The hangar had been loaned for storage of the shipped cars. Vic & Lucy Rivera trailered their stone gray Convertible "D" as did Joe Jakubus from Riverview. Of course Chuck and Cynthia Stoddard attended with their America Roadster. Also attending were Peter and Tracy Stuyck, Lane Malley and his wife and Dave & Diane Burton were out visiting family and came by to see what all the fuss was about. Freeman Thomas, George and Navenka Shoemaker drove up from their California homes also. We had hoped to see Jack Hagerty, but he never made it. But over 100 Speedsters and owners did attend with most of the owners being from California, yet there were cars from all across the US. Even folks from other continents had flown over for this 50th birthday of the Speedster.

"It was a wonderful event to see so many beautiful cars in one place, definitely a once in a lifetime event."

other odd numbers. The weather was very comfortable during the day, but it gets quite cool in the evenings, so all those strapless

gowns were just extra luggage. It was a wonderful event to see so many beautiful cars in one place, definitely a once in a lifetime event.

Many of us took the opportunity to visit other Calif. landmarks, Carmel, the Monterey Aquarium, the Winchester House, San Francisco, Fisherman's Wharf, Golden Gate Bridge, Redwood and Sequoia National Forests, San Juan Valley, home to huge citrus groves and vegetable fields, the burnt hillsides and of course, the ocean, and the most beautiful sun sets you can imagine.

Enjoy the photos taken by the Gobbas and we wish you had been there with the rest of us.

Lanita Dunham.

Our host for the event was Steve Heinrichs, who has a stable of no less than 6 Speedsters, several being numbers 3, 4 & 5, and a few



(Continued from page 13)

about the looks of a 914.

No 2. 356 Hardtop-Coupe. An ugly 356. You would have almost thought it was impossible to make a 356 ugly but there it is. May have been created for commercial purposes which is sort of like involuntary manslaughter, you didn't mean to kill the person but you did. They weren't trying to make an ugly car and they had a good reason for it, but the bottom line is it's a dog.

No. 3. Porsche Fabcar - Daytona Prototype. The only reason it's not number one is because it's not really a Porsche design. The car is built according to the dictates of the class in which they compete. However even taking that into consideration it's still an ugly Porsche race car. It's also all the more insulting when you think of it in light of all the other fabulous race cars Porsche has designed; the 904, 906, 907, 908, 917, 956.



True or False?

A Cayenne really is a Porsche.

Answer. Only Cayenne owners think this is true, all other Porsche owners know it is false.

Three Best Uses For the Money in the Motor Cities Gruppe Treasury.

No 1. Tell me no one else has thought of this. Take the money, head down to Greektown casino, go to the roulette table, take all the money, put it on Black, let it ride, until there are winnings to buy, 10 acres with a house and barn in Troy, Sterling Heights, or Livonia, which we then purchase and exchange with the Skirmants for their property in East Jesus, so that we can get them back into civilization, with the rest of us, where they belong.

No 2. Is this another one that only I have thought about? (See money raising scheme in 1 above) Step two, after we cash out our winnings we take the money and buy out Peter Egan's contract at Road & Track. We then hire him as a columnist for Auspuff Roar. Is there anyone of us over age fifty reading this article who doesn't look forward to each month's new Road & Track so they can read Peter's latest column.

No 3. Take the money (as it is) and stage, for the following reasons, another Registry Holiday (a list within a list; this is like a triple word square in scrabble).

Top Three Reasons Why Motor Cities Gruppe Should Put On Another Holiday

1. We do a damn fine job of putting on a Holiday.
2. It gives us an excuse/chance to show off all the cars in the Gruppe to a national audience.

3. Most importantly, by the time the event is completed we will have corralled almost the entire Gruppe membership from south-eastern Michigan into involvement in the event, in one way or another. In the process, we will get to meet and enjoy getting to know members who normally do not participate in our regular events.

As we all know 356 ownership is, contrary to my example, all about driving your 356. So what more logical a list, in an article of lists on 356s could there be, than one on the best places to drive your 356.

Best Three Places to Drive Your 356.

This list was extremely hard to narrow down to only three. To do so I first limited the list to places that I am familiar with through actual experience. I did not want a list based on second hand information and other people's opinions. Next I applied some highly critical parameters, otherwise I would have ended up with the likes of Stephens Road between Ridge and Chalfonte in Grosse Point Farms, one block, a hard left turn then a hard right, followed by an abrupt downhill. The problem being that there are probably no more than 1,000,000 other sections of street or roads like this or better in the U.S. So I came up with my list by applying the following criteria. 1. The drive in question had to have some length, ten-fifteen miles at a minimum. It has to be a drive, not just a quick spin around the block. 2. It has to be SCENIC. This to me should be the primary joy of the drive. You're not just driving down to your local Starbucks for a coffee. 3. It has to be in the United States. Most of us are never going to have the opportunity to drive our cars in Europe, South America or the Far East no matter how good the driving is there. So ranked #3 to #1 here's my list of the best places to drive a 356 in the U.S.

No 4 M -119. Harbor Springs to Cross Village, Michigan. Okay so I lied. I couldn't leave this off the list, not when we live in Michigan, and neither could I leave any of the others off the list. Our Avenue of the Redwoods and Irish county roads rolled into one, right here in Michigan. It has everything you want in a great drive for a 356. It's tight, it's twisty and it's scenic; in a different sort of way. You're driving through a northern hardwood forest on a foot-path which has been made into a road. You're in a forest and the trees are right next to the road, literally. If you've ever driven it you know exactly what I mean. If you haven't, you owe it to yourself to do so. It doesn't really go anywhere, except to Cross Village and the Leggs Inn which may be enough in itself to justify the drive. It's a great driving experience that by comparison to the others on my list is right in our back yard.

No. 3 Route 101-Crescent City to Eureka, California. Northern California at its best. Along the California coast and through the redwoods forest (Avenue of the Redwoods). If you have driven M -119 and think that is something, you should drive the avenue of the redwoods. There are so many great places to drive cars in California. Route 1 through the Carmel Highlands and Big Sur gets all the notoriety. I've driven Route 1, and I can understand why. However I prefer this route. It's more rugged, less developed, has less traffic and is more scenic. Route 1 through Big Sur can be like a conga line of cars. I just think this is great.

No 2 Mulholland Drive-Los Angeles to Encino. It's famous and rightly so. I drove it once, end to end thirty years ago, in a rental Toyota Corolla and it has stayed with me ever since. You're on a ridge the whole way, if my memory has not completely failed me, looking down on the various communities below, L.A. and the San

(Continued from page 21)

Fernando valley. It's tight with constant elevation changes. The only drawback is its congestion. It's in one of the world's most densely populated areas and consequently it gets a lot of traffic. Narrow, twisty and great vistas.

No. 1 Blue Ridge Parkway-Skyline Drive - Virginia. A beautiful, beautiful drive that goes on for mile after mile. It's Kodak moment after Kodak moment scenic. It's mountains and forests and curves that go on and on and on. I love California and the scenic wonder that it is, but I still have to put this first. It's a beautiful two lane road that just seems as though it was made for a 356, one tight apex after another. Narrow and twisty, up and down, mile after mile after mile. Not as raw and rugged as California, it's the Appalachians vs. the coastal ranges. Just a majestic drive.

Honorable Mentions. Not really roads that go somewhere. Limited access park roads, but arguably the ultimate scenery in America. Yosemite National Park. Merced Grove to Lee Vining. From one side of the park to the other, up and over the top of the Sierra Nevada Mountains, with curves.

Great Smoky Mountain National Park. Gatlinburg, Tennessee to Cherokee, North Carolina. Once again, from one side of the park to the other, up and over the Great Smokey mountains.



I was looking at pictures from the Rennsport Reunion II, and I had forgotten how great all those 917s, 956s and 962s looked in their sponsor liveries. So which ones were the most memorable? Here's my favorites.

Top Three Liveries - Big Bore Racing Porsches - 917s, Can-Am 917s, 956s, and 962s

No. 1. Martini Racing 917- the "Psychedelic 917" Green and blue. Wild.

No. 2. Tie. Sunoco 917-30 Can-am car and the 917 Gulf, orange and blue. Tasteful and classic both of them. Who will ever forget these cars.

No. 3 Tie. Miller Brewing and Warsteiner Brewing 962s. Gold and white. Gorgeous looking cars. The gold just looks so good against the basic white car. Not over decaled like a Nascar racer.

Honorable Mention.

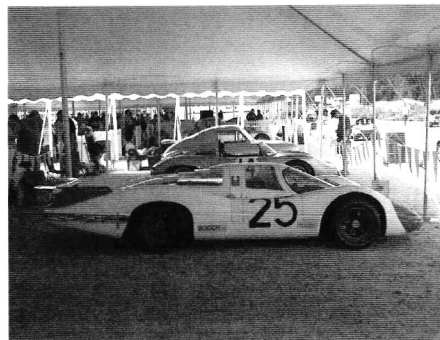
The 917 "Sau"- Pink Pig. Not really a livery, but what a clever idea for a paint scheme.

Last year I read an article in Grassroots Motorsports in which they took an

E-type, a 356 and a Honda Odyssey minivan to a race track to see how they compared. The minivan blew the doors off the E-type.

The 356 almost held its own but eventually wasn't equal to the minivan. The minivan was not tricked out, but rather was just an ordi-

nary Odyssey minivan running on stock wheels and tires. The question then becomes, what can you do to your 356 to up its performance so that it doesn't get blown off by a soccer mom, in a minivan with a load of ten year old girls.



Top Three Things to Do to Improve the Performance of a 356

No 3 Put on a z-bar or a Skirmants Camber Compensator. Swing axles do have their deficiencies.

No 2 Put on wider wheels, fatter tires and better shocks. This assumes you are still running stock wheels and 165-15 tires.

No 1 Put in a Big Bore kit. There never has been and never will be any substitute for more cubic inches. Bigger engine, more power, more performance.

Question: Can you put nitrous on a 356?

If you're going to make your 356 faster, shouldn't you also think about making it look better. Heresy, you say! 356s are already the best looking cars there are. I beg to differ. If you are the owner of a Pre A or A, I will listen to your argument. If however you own a B or C don't be so smug. Therefore for my final list.

Top Three Things You Can Do to Enhance the Looks of Your 356 B or C.

No. 1. Get rid of those obnoxious bumperettes, front and rear. Look at your car, then look at Don Munoz's and then tell me yours looks better. Only if you've been sniffin' that nitrous from your hop-up kit.

No. 2. Lose the hood handle. Look at the handle on an A or better yet look at a 911. The front of the car is so much cleaner with out that big ugly handle on the hood. It's not

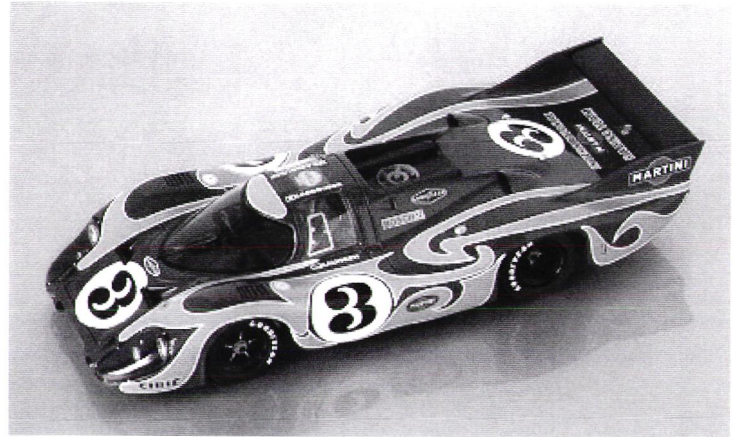
like you need it. The hood will pop open on the spring when you pull the release.

No. 3. Buy a 356 (Pre A) or an A. If you can't beat 'em, join 'em.

Okay, I've done all the hard work, now it's your turn to give me your feedback. Pick out the list or lists you disagree with and sit down, write out why you think I don't know my arse from my elbow. Then mail, or email your response to Sebastian for insertion in the next Auspuff. Give Sebastian a break. Six times a year he sits down and has to come up with material to put together the newsletter we all look forward to every other month. Make his job a little bit easier for the next few issues by giving him some new lists, replies to, or a reordering of my choices that he can work into the next few Auspuff. You don't have to write a tome. Just jot down your thoughts and send them to him, I'm sure he'll appreciate it and you may even get your name in print. If yours alone is not long enough for an entire article, I'm sure he can gather up a number of responses from various contributors and make up an article. I know I only scratched the surface on this subject. Let Sebastian be the judge of when we have beaten this subject to death.

I will be at the Gruppe Holiday Party soliciting and encouraging responses and personally egging on those of you whom have your own thoughts on these topics and won't be to bashful to put their thoughts down on paper. So pretend you're all Boy Scouts and come prepared!

Gerald



For Sale

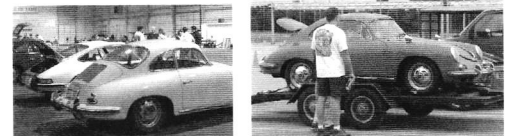
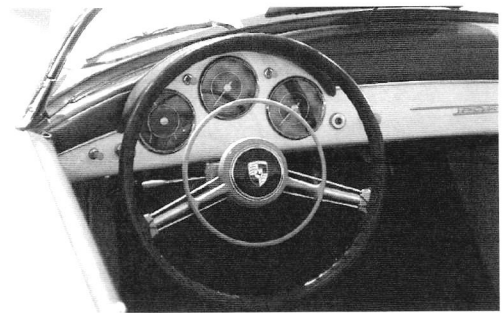
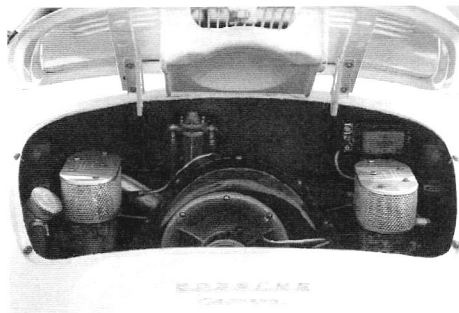
1958 Porsche 356 Convertible "D", Serial Number 85647. (sold and titled in USA in 1959) Mileage when purchased: 127,115, Mileage now: 131,600 Signal Red exterior, tan vinyl interior, tan canvas top, tan tonneau cover, tan floor rubber floor mat, also German square weave carpet mat. Engine and transmission enhancements and services performed by 356 Enterprises, Vic Skirmants of North Branch, MI Phone: (810) 699 2059; Email: skirmants@direcway.com Other enhancements and services performed by Gmund Werks West, Ted Dunham, Milford, MI (810) 225 6126 and Peter Stuyck (248) 865 9905. Sale of vehicle "as is" and will include a modest assortment of spare parts as "discovered". Sale is contingent on being able to repurchase the vehicle on a "first rights of refusal" basis. Vehicle is currently insured by Hagerty Classic Insurance (coverage provided by CNA Continental Insurance Co.) (800) 922 4050 John V. Pampu. They provide superb "stated value" coverage allowing owner to use the vehicle without restrictions. Reasonable rates and highly recommended. Price: \$52,500.00 Seller: Richard A. Hinson 30355 Oakview Way Bingham Farms, MI 48025 Phone: (248) 594 4460 Fax (248 594 4461 Email: richardhinson1@mac.com



Auburn Swap Meet 2004



All Photos by
Gottfried
Hogh



MOTOR CITIES GRUPPE CALENDAR

December 5th—Annual Holiday Party, Baker's of Milford.

January OPEN

February TBD Winter Blues Dinner

MARCH OPEN

APRIL OPEN

MAY SPRING TOUR

JUNE OPEN

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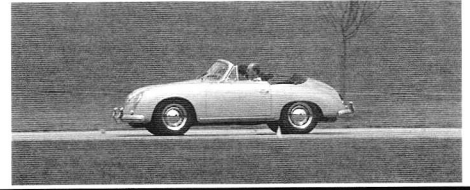
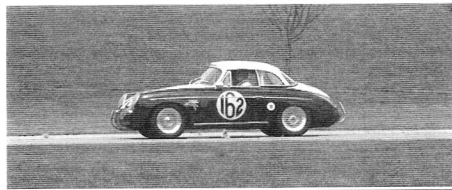
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Motor Cities Gruppe Dinner Cruise

All photos by Gottfried Hogh



Teri and I blasted out of Flint around 11:30 Sunday morning heading to the Gaeta house to meet with a bunch of folks from the 356 club....meet at 1:00, leave around 2:00.....cruise for 2 to 2 ½ hours and dinner afterwards.

As we headed south on US23, we ran into some rain and wondered if the cruise would be cancelled and we'd all just go to dinner. We were driving the Buick, as our 356 project car is not yet ready for the road. Soon, the rain stopped, the sky cleared to full blue, not a sign of a cloud.... Could there be a better day for such an event? We rolled into the Gaeta neighborhood and easily found the host house – nice big “356 Gruppe” sign out front ☺ We left the Buick out at the curb, there were several 356s parked on the lawn behind the house. I’m guess there were 15 or 20 Porsches, but, I didn’t stop to count....so, I may be off.

Teri and I met some new folks we had not been introduced to before, and saw several folks that we have been continuing to get to know since purchasing our 356 a few years ago. Sebastian’s wife made several fantastic hors d’oeuvres, trust me – if there were any hunger pains going on.... It was no one’s fault but their own ☺

Sebastian made the most generous offer to let me drive his 911, as Teri and I had our Buick. After a test drive with Sebastian, I agreed and tried to keep the ear to ear smile off my face. We all

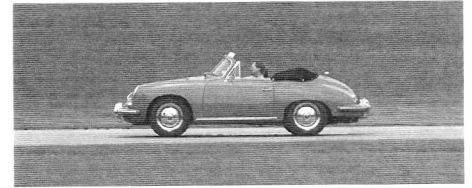
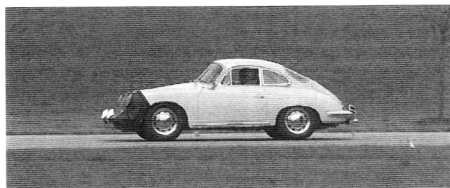
departed the Gaeta house after a quick drivers meeting and receiving copies of the predefined route.

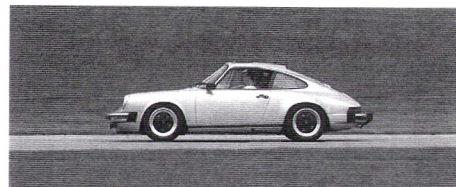
The weather stayed on our side, a few scattered white puffy clouds moved in and out of the quite warm sunlight.

The tour took us thru a lot of farm land and country roads. Teri and I commented to each other on seeing so many barns & farms – one farmer was already bailing his hay for the first time this year. There were lots of twisty roads, lots of straights – it was a very good chance to give a 356 (or any vintage vehicle) a spring stretching of the legs.

We passed thru several rural communities, families were out doing Sunday chores in their front yards.... The healthy contingent of vintage Porsches passing by drew a lot of attention, waves and smiles from young and old alike. Did I mention I was still smiling ear to ear with both hands firmly planted onto the steering wheel of Sebastian’s 911? At several stop signs/intersections – other cars waved us on in front of them as if we were on a parade route – again, drawing smiles and waves as the 356 caravan passed by.

There was a small detour when we encountered a closed section of road due to construction. The gang operated like clock work.... with military precision we all pulled into a local service station/party store. Sebastian got out of the lead vehicle (Ruby





Red 356) with a map and was met with several county and area maps offered to him from other members ☺ Brad Richards offered assistance from his 1955 BMW RC/50 motorcycle. A decision was quickly made, the solution was executed and we were soon traveling on our original route.... Funny thing we noticed... the detour took us across "race road"..... a temporary re-route until we go back on track....hmmmm, did we notice a bit more "engine roar" coming from the pack ? perhaps we weren't the only one's to notice the road sign ☺

We arrived at Dexter's Pub around 4:30 PM. We all parked on a main street area, directly in front of the restaurant. There were several tables outside, those customers were treated to a the sight of many restored 356s, a couple of 914s and a couple of 911s while they dined outside in the warm sun. The food service and company were all good.

Teri and I inquired to see who/how many were going to some of the upcoming 356 events, the concourse in Northern Michigan (Torch Lake, Alden area?), the Watkins Glen historic races, the 356 East Coast Holiday.

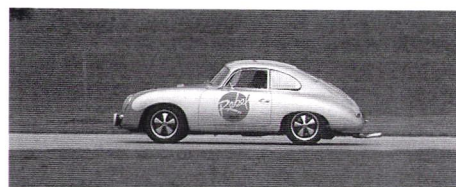
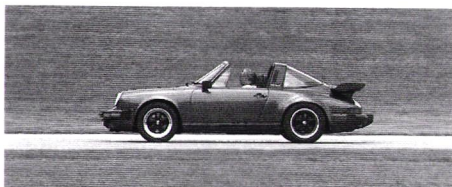
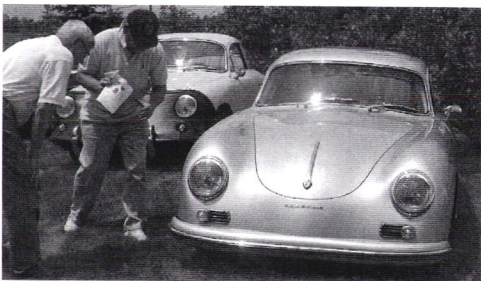
The Motor Cities Gruppe is as healthy of a car club as I can imagine. There are frequently (informal) weekly meetings for coffee/bagels at Stuart Tool in Troy, the monthly 356 club meetings, spring tour, summer picnic, bay area Concours, Stoddard swap

meet, Watkins Glen, 356 holiday and Dunkles in LA just to name a few I can think of off the top of my head. Not to mention, the upcoming Speedster 50th anniversary. I believe there are several 356 vehicles from Michigan heading to the west coast for this event. There are several 356 restorations/re-work/tweaking going on in the club. There are smaller project (engines, transmissions, interiors... etc) that being worked on. Ted Dunham seems to have an endless stream of requests for powder coating and cad plating parts. There are also several active vintage racers in the local Detroit 356 Gruppe.

So, I guess what I'm say is – there is something for everyone with the Motor Cities Gruppe... 356 opportunities locally, regionally and nationally as well as in print or on the WEB. There are opportunities to give encouragement or receive it, to learn (or assist others) technically, there are social events to exchange pleasantries/ ideas and opportunities of getting to know others that have similar interests. To steal a line from Star Trek, "time is the fire in which we all burn". whether you enjoy time around 356s or another hobby, there is not a better time than now to get started and pursue those interests.

Make it a GREAT day.

TOM HUDSON

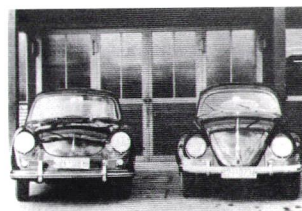
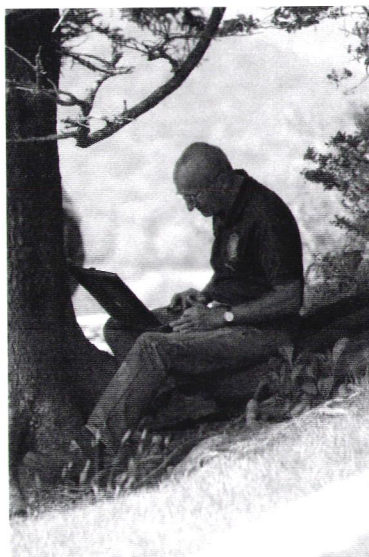


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