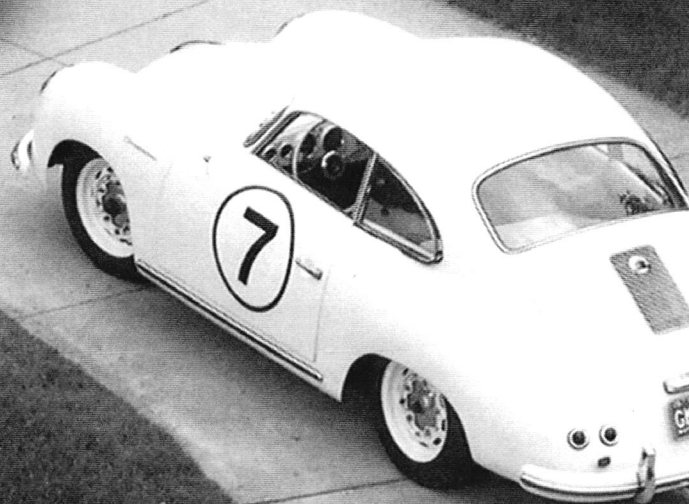




Auspuff 2005 Roar

August / September

Tim Walls' Speedster and Brad Richards' Continental appear to be in motion as they sit in Michael Heilmann's driveway at the Progressive dinner.
Rooftop photo by Dave Burton



The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe are \$20 per year due at the first of each year. Advertising rates per issue are as follows:

Business card size—\$10,
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Please send materials to be published or advertising copy to:

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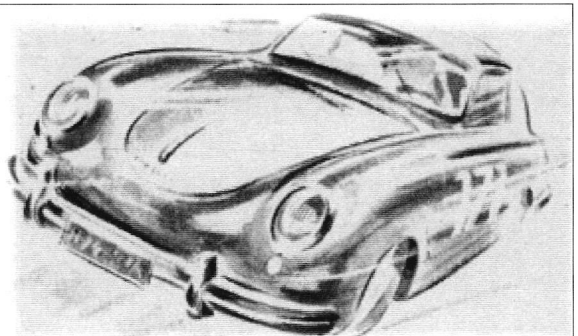
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PRESIDENT'S LETTER



The big news this month centers on the Holiday, as in the 2007 East Coast Holiday. A summary of events and decisions goes as follows:

On June 4th, your 356 Motor Cities Gruppe Board of Trustees approved the go-ahead to host the *2007ECH* based upon the recommendations made by the "Holiday-Feasible" Team consisting of Ted Dunham, Heath Hurlbert and Barbara Skirmants. What has been decided is:

- June 25 – July 1, 2007
- Northwestern Michigan location
- Headquarters and all accommodations at one of the ski/golf resorts
- Five day Holiday with a driving event every day, versus the recent tradition of four days

We spent a lot of time talking to folks gaining input on what a successful Holiday would look like. We learned that members felt we were spending too much time sitting in the parking lot looking at the cars, and not enough time on the road with the wind in our hair. There will still be ample parking lot time at this Holiday, it is just that it will not be the pre-eminent factor of the event.

In one sense, what we are trying to do with this Holiday is to inject the spirit and excitement that lead each of us to purchase our first Porsche. Although the engineering, the styling and the uniqueness of design played a role in that first purchase decision, the true deciding factor was the phenomenal driveability, handling and enjoyment when you got behind the wheel and headed out for that great two lane road – and had one whale of a time. Try to remember your first ride or your first drive. My first ride was in November 1964 with Howard Cooper behind the wheel – while I kept looking over my right shoulder expecting to see the rear end coming around. After that ride, I knew I had to have one. My first real drive was on this twisty, hilly two lane road and the windows down with the trees flying by, saying "Oh yeah, this is what it's all about!" That 1964 C coupe did gymkhanas and road rallies (my sometimes navigator drove for the Chrysler Shell 4000 Rally team – no, not Barbara). I have some pretty photographs of the Ruby Red "C" on my garage wall, but the fondest memories are those with my seat in its seat.

That's what we want to capture with this Holiday! So I was thinking, maybe the theme for the event should be:

Remember the first year in your first Porsche!

Envision that on a huge banner hanging over the resort entrance when the participants come rolling in.

The current status is that the 356 Registry Board of Trustees approved our formal proposal and accepted our signed Holiday contract to host the *2007ECH*. The proposal included a description of the event, location, timing, tentative schedule of activities, pictures of possible sites and a pro-forma budget. The next step is to again meet with the resort finalists, select one and negotiate a contract with them. With the second contract under our belt, we will be in business.

For more information on tasks and staffing, please go to the new Holiday Update section on page 6.

Some more exciting news...although every web page of our new web site is not operational at this time, the important pages are up and running – and looking very good, I might add. Tom Hudson has done a marvelous job in starting up this new site, transferring pictures and information from Gottfried's old site, and adding some

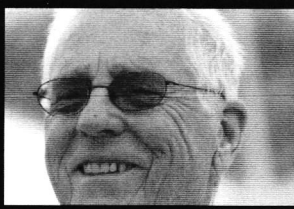
new things to boot. Please check it out at <http://www.356mcg.com/>. We will be keeping the "Latest News" and "Upcoming Events" page absolutely current so that you can rely on the web site for breaking news and reports. Check it out today.

Lastly, the Progressive Dinner was another successful 356 Motor Cities Gruppe venture. We always know when Michael and Maureen Heilmann take on the role of host, it guarantees a quality and fun-filled day!! They managed to mix a little Irish into this Teutonic get-together, along with some roads and stops along the way to Baker's for Cruise Sunday. Well done, Heilmann's.

See you at the summer picnic on August 28th,

DAVE

EDITOR'S LETTER



Hot Racing and my 4 new best friends.

Remember last Winter when we couldn't drive our Porsches and it was bitter cold and snowy and we complained about the weather? As always, Summer finally arrives as do many activities for us to enjoy our cars. Tours, Races and Picnics to name a few. After missing a couple of events driving my Cabriolet, the doors were finished and reinstalled. Now I could get back on the road.

For my first outing I decided to attend the Vintage races at Mid Ohio. I have always enjoyed this track and have attended events many times in the past. There would be many Porsches racing as Austin Healy and Porsche were the featured Marques. Most importantly a group of local Motor Cities members would be racing affiliated with Barbara and Vic Skirmants' 356 Enterprise organization. As Director of Race car Appearance and Driver support I could provide a significant assistance to the racing effort. This title is a more accurate description of my involvement than "aged racing groupie".

Having experienced June Mid Ohio weather in the past I started to check The Weather Channel and Weather . Com for a week-end report. It concerned me that very warm conditions were predicted. As I prepared the night before leaving I stacked my gear in the garage by the new Mini Cooper S with Auto A/C and great sound system next to the 40 year old Porsche with out Air. I would make my decision just before leaving. How could I show up without a Porsche at a Vintage event especially now that my car has doors? So, at 5 AM Friday morning I set out in the Cabriolet. What a great drive , no traffic and comfortable temperatures and the car ran perfectly. I got in the left lane , turned on my left turn signal and held her at 65 MPH all the way down. Just kidding ! I made the trip in a little over 4 hours arriving a little after 9 AM.

The racers, Vic Skirmants, Phil Kubik, Dave Burton, and Hans Peter Havdal had practiced and ran qualifying sessions the day before so the cars were in need of my expertise. I assembled my tools and sprang into action. Even though I have warned the drivers before , they persist in following other cars too closely therefore getting paint nicks, oil spots, and black marks caused by chunks of flying tire rubber . Seems like racing tires would be more durable than that. More about tires later. Vic advised that there would be a lot of oil to clean this weekend due to the large amount of English car entries. As I went about my duties the temperature climbed. As the racers prepared to go out for their session I provided my Driver Support activities , helping fasten safety straps, helmet restraints and sending them off with that very important "thumbs up" sign.

As soon as the group took off for a practice or qualifying session I went to various vantage points to watch the races. In the afternoon session Vic Skirmants lost a race, something that seldom happens. This , however made the day for the driver who won. It appears that this 6 foot plus, 50 something driver from Kentucky a great competitor John Schrecker jumped for joy, like a kid, to have finally beaten Vic. Vic quietly and in good humor advised

that he was not going to "spot" the other drivers 3 or 4 seconds per lap as a result of the tire selection. Now, I don't understand all the facts about the tire issue, but it seems that the various vintage racing groups have a number of classes depending on the type of tires used. Hoosiers, Yokos, Toyos, and Radials Vs. Bias, etc. I think that there could be the same type of cars in different classes depending on the tire used. For example if I raced I would probably be in the Avon, Gold stripe, wide whitewall class. Vic had been running on what seemed to be the correct tires for his class. He however purchased a set of the radials like the other guys and was never beaten again for the weekend.

In the last session of the day I drove to the backside of the track to watch the final session in a grove of trees trying to beat the heat. Sat up my chair to watch and heard someone say " That's the most buufuull car I ever saw". There were 4 guys looking over the Cabriolet with one taking many pictures of the guys by the car. I went over to talk to them as I was flattered by their obvious interest. After many questions, introductions were made around. Their names were Fred ,Larry, Mike and Morris or Norris, or Boris. For this article I'll call him,"The really drunk guy." It seems that these 4 gentlemen from the Pittsburgh area bought an older motor home for the purpose of going to races in Pocono, Watkins Glen and Mid Ohio. Other major activities appeared to be drinking Keystone beer or Jack Daniels and Coke. They insisted that I join them in the shade of the motor home. They took an ice cold Keystone from a cooler that appeared to be large enough to hold a 7 foot Tuna when deep sea fishing. The cooler was full. I declined the Jack and Coke but had a couple of beers. The really drunk guy seem to drift in and out taking many pictures . The other 3 guys were fun to talk with as they had been following racing for many years. Coming to SCCA races in the 60's and 70's. The cars running now brought good memories. The really drunk guy seemed to be under the impression that I had told him I owned the 356 Race cars as they sped by. I didn't try to explain as it seem to please him to know a high roller like me.

Fred advised that he was getting "kind of drunk and thought they had better eat. He poured nearly a full bag of charcoal and doused it with a huge amount of lighter fluid. I asked what they were having as it was a lot of charcoal . Fred advised "a couple of Brats" and threw in a match which produced a flame that nearly touched the canopy of the motor home. I declined their invitation to have dinner with them and took leave of my new 4 best friends.

Saturday was even hotter . I was glad I had packed a lot of T Shirts . Between car cleaning I spent much time looking for spots around the trailer that had a breeze. I had put the top down however it was almost too warm to enjoy open motoring. The ample supply of cold water and soda provided by the well organized Barbara helped keep everyone more comfortable. Barbara reported that the thermometer in the screen room registered over 100 degrees. There was a full schedule of racing including a 70 minute Enduro. A mandatory pit stop is required in the Enduro with some drivers relieved by a co-driver. Our guys however ran the entire race , all making a great showing with Vic winning his class. On a day like Saturday this is quite an achievement. Phil Kubik gave many younger drivers and more powerful cars a run for their money the entire race. He had a shattered windshield as a result of a 911 he was pressing, to go off course and driving gloves that were torn from the wheel action.

At the end of the day a thunder storm was threatening and we

(Continued on page 5)

Motor Cities Gruppe Social Luncheons

In the past The Gruppe had all members dinner meetings. In the time prior to the 98 West Coast Holiday these meetings were well attended. Over time the location was changed a couple of times for various reasons and attendance gradually decreased to a point where they were cancelled due to a lack of interest. It was recognized that work schedules and evening winter travel made it difficult for many to attend during the week.

In light of the fact that many of the Board members attend the informal Saturday morning get-togethers at Neil's, their meetings are being held bi-monthly at Stuart Tool. Thanks to Neil Goldberg for his hospitality.

As many Gruppe members also attend the Saturday morning "Breakfast Club" the Board has scheduled general membership Luncheons on Saturdays, the days of the Board meetings. The luncheons are open to all members and will be held at Logan's Roadhouse. **Logan's is located on 14 Mile road in front of the Oakland Mall.** We encourage all to attend. We are discussing the possibility of doing another East Coast Holiday in 2007 as well as future activity plans. The input of all members will be welcomed.

Remaining 2005 Membership Luncheon Schedule:

Saturday October 1, 2005 12 noon—Saturday December 3, 2005 12 noon

(Continued from page 4)

were scurrying around to cover the cars and my 4 new best friends drove up in a rented golf cart. I told them that these were all my cars, the really drunk guy said "bull---". It appears the other guys finally got through to him. He then jumped off and started taking pictures. Fred asked him "What in the hell are you going to do with all the pictures?" He replied "my wife will erase most of them when I get home." They hurried off as they were quite a distance from the life support vehicle.

Sunday AM was also hot. I was going to leave early to avoid the heat but decided to stay until after the all Porsche race. I left around 2:30 in very hot conditions. Top up and all windows down with the vents turned in. This felt like a fan blowing 90 + air, which it was. My new higher capacity oil cooler did its job with the gauge only about 1/4 in. past the middle. I stopped near Findley to have an Ice Tea to cool me down. A group of Senior citizens came in for ice cream and sat near the window looking at my car with the men advising how unsafe a car like that would be, what type of mileage it got {40 mpg} and who made it [Volkswagen}. I'm sure they were surprised when a guy like me only slightly younger than them got in and drove away. I gave them a good shot of the Bursch as I left the lot.

After I got in Michigan as always the traffic kicks up the speed a notch. As I have found before my car likes 3800 rpm's. 80 is a bit faster than I like to drive but the traffic wasn't too bad and I was ready to get home to the A/C.

As I said, we complained about the cold and now we got what we wanted. I'm still glad I drove the Porsche. I like to be around the action. The 356 Enterprise racing effort is a well run, friendly place to be at the races. As Vic said "They are a Team". Barbara is the best host ever. I regret that more 356 enthusiasts don't come to the races and I miss the annual "Brat Party".

We do however have the Picnic and fall tour still on the calendar. Lets all turn out for these events. Maybe I'll invite my 4 new best friends.

DICK BEECHER

A Note from Vic & Barbara

Dave Peterson is running for a Trustee position in the 356 Registry. You will find a candidate statement and a ballot in the Sept/Oct 05 issue. We urge you to vote for Dave in this election.

Four Trustee positions are up for election, and he will be running against 4 incumbent Trustees. All of the previous Trustees have done a fine job, and some have served for years in various volunteer positions. We feel that Dave will bring a new breath of seasoned management and cool headed logic to the group of Trustees. As you will remember, Dave and Barbara served as the Registrars for our 1998 Meadow Brook Holiday and did a stellar job, even with a hospital stay just days before the event.

Dave is currently serving as your President of the 356 Motor Cities Gruppe, and is going to be the Chairman of our 2007 Boyne Highlands Holiday. The detail of planning and organization that he has gone through to prepare for this event is simply the best we have ever seen before.

Dave deserves our support.

GET OUT THE VOTE FROM MICHIGAN!!!!!!

2007 EAST COAST HOLIDAY UPDATE

Remember the first year in your first Porsche!

This will be our fourth Holiday, with the most recent in 1998. Translated, that means that we have many seasoned veterans of past Holidays as well as new folks that have not yet had the privilege to serve other Porsche owners at a Holiday. We are going to take about a half hour at the Summer Picnic on August 28th to talk about the entire Holiday, and answer any questions you may have. This also gives you the opportunity to think about your role in this great upcoming event.

Listed below is a tentative list of Holiday planning and execution activities. Please review and be ready to volunteer your services and specify Holiday activity interests.

Financials	➤ Goody Bags, Shirts, Gifts	➤ Hotel Facilities	Publicity
➤ Legal	◆ Design & Art Work	◆ Rooms	◆ Holiday Web Site
➤ Registration	◆ Manufacture	◆ Meals	◆ 356 Registry Magazine Ads
➤ On-Site Activities	◆ Packaging	◆ Banquet	◆ Advertising in Other Venues
◆ Tech Sessions	◆ Sales	◆ Storage	◆ Art Work
◆ Literature/Model Meet	➤ Driving Events	◆ Overflow Rooms	➤ Sponsors
◆ Concours	◆ Routes	◆ Car Wash, Parking	
◆ Swap Meet	◆ Logistics	➤ Northern Michigan Things to Do	
	◆ Maps & Driving Times		

MOTOR CITIES GRUPPE 2005 CALENDAR

AUGUST	6th Board Meeting Stuart Tool. Lunch following. 28th Summer Picnic Skirmants' Twin Oaks.
SEPTEMBER	8—10 East Coast Holiday Danville Virginia. 18th Drive your Porsche Day English Inn, Near Lansing. Shared event with SEM, PCA.
OCTOBER	1st-Board Meeting Stuart Tool. Lunch following. TBD Fall Color Tour Northern Michigan.
DECEMBER	3rd Board Meeting Stuart Tool, Lunch Following. 4th Holiday Party. Details to follow.

356 Porsche Values

Dick Beecher

Many of you may subscribe to Excellence magazine. For those that don't there were good news and bad news in the June 2005, 356 Market Watch article relative to 356 values.

The good news is that if you had a car to sell the prices were up considerably. The bad news is if you wanted to buy a car, the prices were up considerably. I think that the selling prices are for the most part west coast sales, although readers do send purchase and sale prices from around the country to add to the data base. Although prices for all models and years of the 356 are listed for a 5 year period, we will just compare a couple of models with a comparison of 2001 and 2005.

The conditions are listed as Poor, a driver in need of restoration; Good, a nice driver, not a show car but one to be driven and enjoyed and Excellent, very high standard car, a show car. The figures given for 2001 and 2005 are as follows:

1965 356 coupe	<u>2001</u>	<u>2005</u>
Poor	15763	17071
Good	17945	19434
Excellent	24250	26263

1962 Roadster	<u>2001</u>	<u>2005</u>
Poor	32866	39215
Good	37369	44587
Excellent	50025	56698

Condition is everything; is the coupe a C or SC ? Many factors enter in to the equation. We know of cars that sold for more than these prices. These numbers should be looked upon as a guide only. There is no "Blue Book" for 356's . However it is interesting to see the price increase over the years

E-Mail Addresses

A great deal of our correspondence within the Gruppe is now by e-mail. Barbara Skirmants has a large number of addresses that bounce back as undeliverable. Please look for your name below and if it is there, or if you have never sent Barbara your e-mail address before, please send her your correct address at skirmants@direcway.com.

Jack Chamberlin, Glen Northrup, Amirass, stanek.1,
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sales@autostrasse.com, jcrookes,
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616-100-979-00	Injection pipe, left side, fits Solex 40P11-4	\$5.00
644-20-022	Reverse idler gear bolt. Fits 644/716/741 Trans	\$18.00
369-05-702	Tach drive shaft. Fits early style, small oil pump	\$50.00
NLA-511-513-01	Hood latch bolt	\$6.50
NLA-511-514-01	Hood latch retainer	\$6.50
616-105-305-00	Bearing bracket for long rocker shaft. Fits 1960-1965	\$13.00
539-07-116	Oil pump shaft. Fits early style - small oil pump	\$7.00
539-01-132	Cover for camshaft, flywheel end	\$3.50
356-23-213	Adjusting nut for handbrake	\$8.75
644-541-235-41	Tension rod nut. Fits Roadster windshield	\$12.00
644-201-233-00	Fuel tank hold down clips. Fits 356BT6, 356C	\$6.00
NLA-701-011-13	Mann decal OP22, early style	\$1.00
NLA-701-013-00	Oli filter Einlass decal	\$1.00
NLA-723-010-00	Glaser badge. Fits early 356 Cab and America Roadsters	\$7.00
NLA-723-002-00	Ruetter badge. Fits 1953-1955	\$7.00
NLA-723-006-00	D'leteren badge. Fits later Roadsters	\$5.00
644-731-507-00	Chrome consoles for rear reflectors	\$20.00
644-551-640-00	Clutch pedal stop. Fits all 356	\$6.00
NLA-632-101-00	Interior light, 88 mm hole. Fits 356A pre T2	\$7.50
NLA-542-047-00	Replacement spring for window regulator	\$12.00
NLA-602-900-00	Condensor bracket. Fits Bosch 056 & 076 condensers	\$3.75

Don't Forget ...
Stoddard's
Swap Meet
June 18, 2005

Literature Meet
June 17, 2005

Classifieds

'63 356 C coupe #215761. "0" miles rebuilt engine w/ big bore, heads, carbs & crank by Skirmants. Bursch exh., 5 1/2" wheels, konis, s.s. brake lines. Front floor and battery box replaced (not "correct" but solid and functional). Rear floors and longitudinals good. Some minor rust. Needs paint and complete interior. Call for complete, accurate description. \$8,500

'64 C coupe #217322. Rolling Chassis, no engine or trans. Rusty. \$1,500

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

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

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.

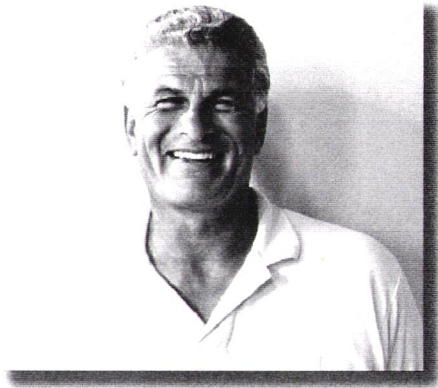
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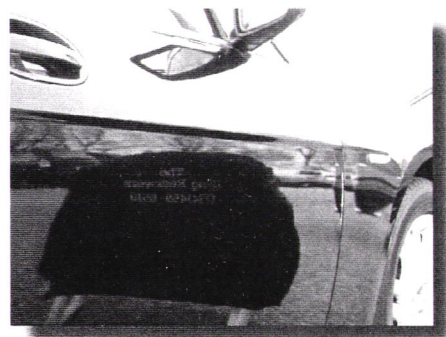


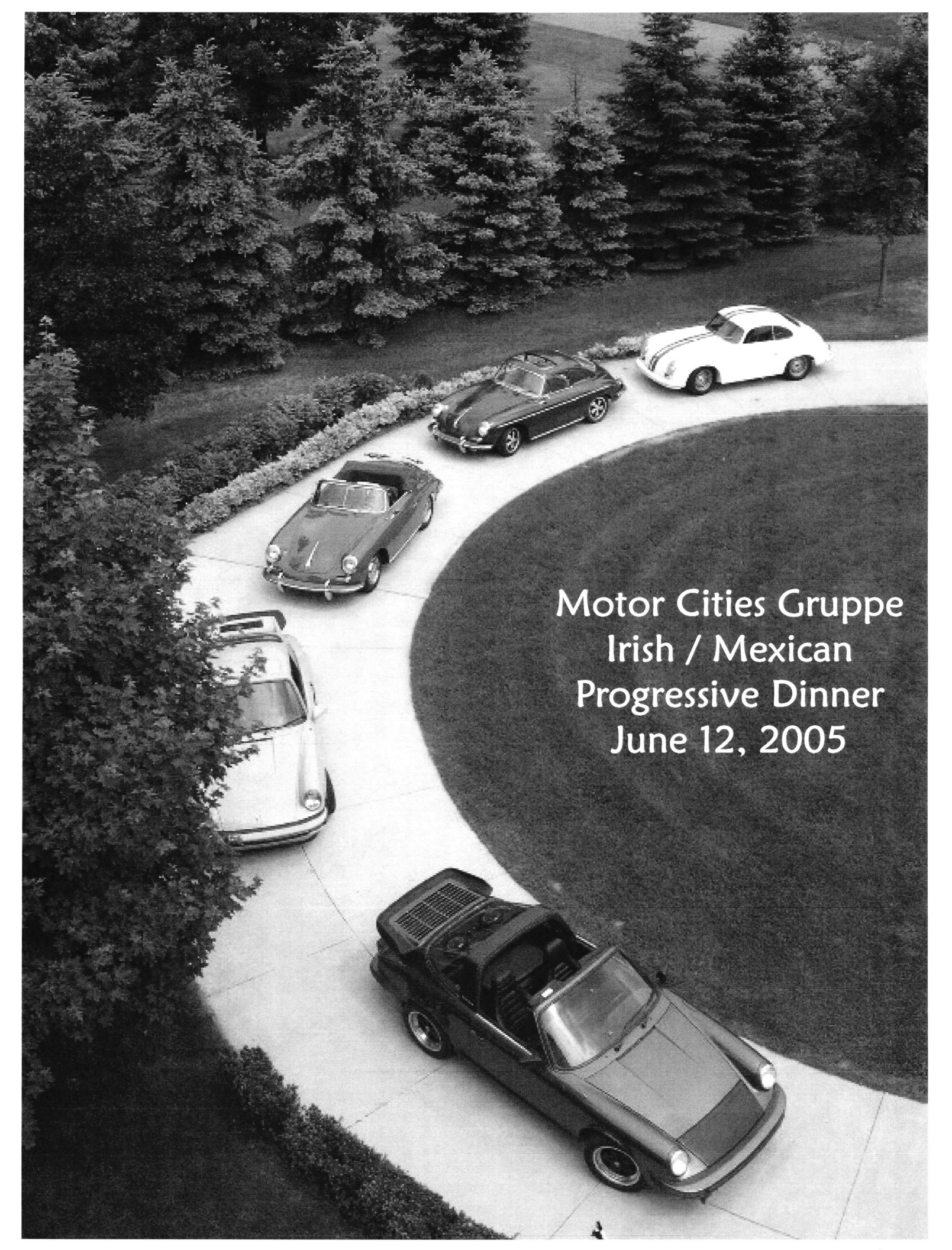
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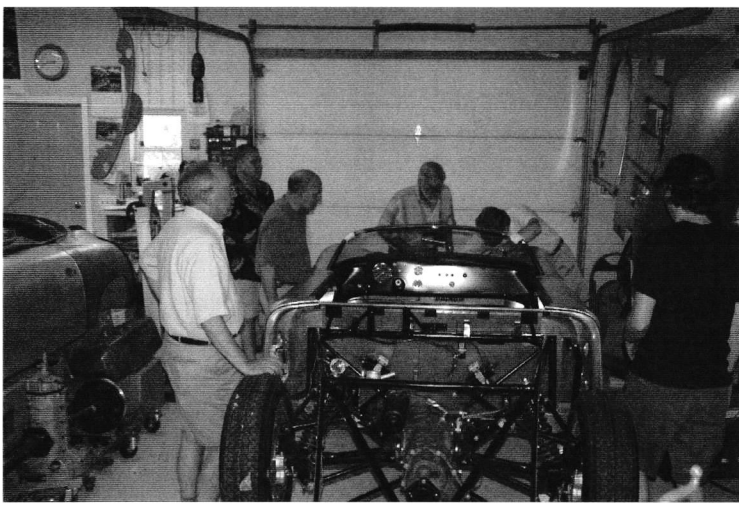
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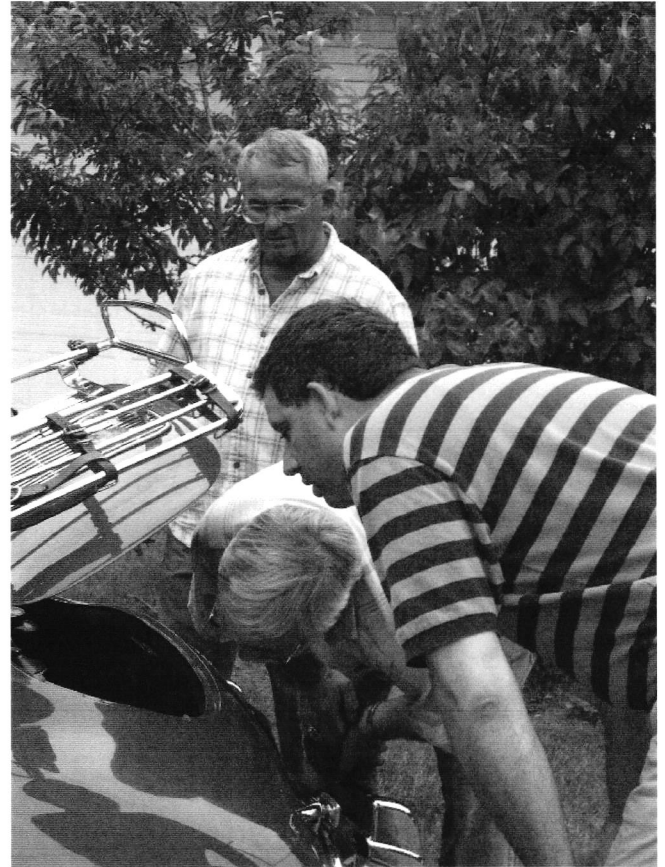
An aerial, black and white photograph of five classic cars parked on a curved, light-colored driveway. The driveway is bordered by dense evergreen trees on the left and a large, dark, circular lawn on the right. The cars are arranged in a loose line along the curve of the driveway. From top to bottom, they are: a white coupe with dark racing stripes, a dark coupe, a dark convertible, a light-colored sedan, and a dark convertible with a large rear spoiler.

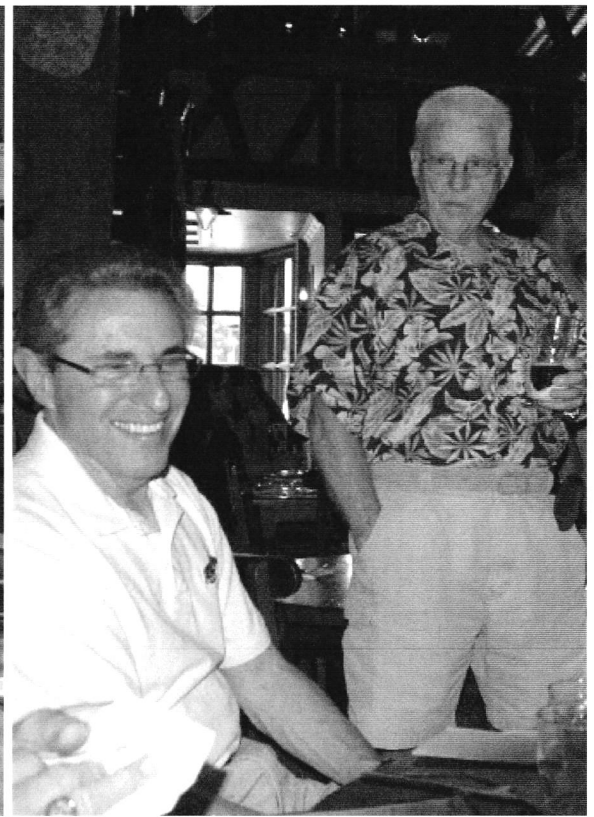
Motor Cities Gruppe
Irish / Mexican
Progressive Dinner
June 12, 2005



The lovely home of our hosts Maureen and Michael Heilmann in Milford was the destination for our main course. The circle drive in front of the house was the setting for parking the Porsches. The Patio and Decks were a great place to relax and enjoy the main course. Many took advantage of the air conditioned comfort of the house. Many started out with a refreshing Margarita or Corona to go with the Mexican fare. Tacos and Enchiladas with Salsa and Jalapeñas made up the main course. Our thanks to Maureen and Michael for providing the Main course. There was some time to look over Michael's projects as well as our usual "car talk" as well as trips your going to take

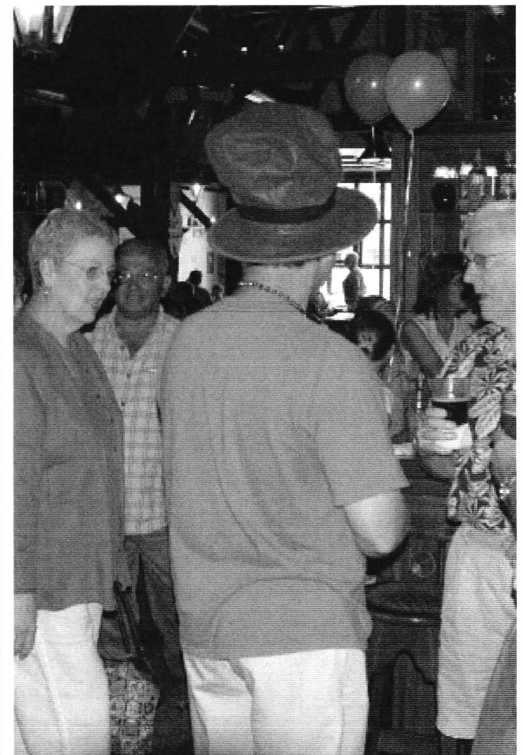
Our unique progressive dinner started at Stouts , an authentic Irish Pub in downtown Brighton . Stouts was built in Ireland and assembled in the location in Brighton. There was a great selection of Beers and the Menu looked interesting also. A group of approximately 40 arrived in a variety of vehicles . 356 Porsches, 911's , and daily drivers. The weather reports varying from very hot to rain kept the 356 turn out low. Stouts provided a selection of appetizers to start our day. At the scheduled time our event planner Michael Heilmann kept us on time with directions to our next stop. A short drive took us to the pleasant setting of the home of Lanita and Ted Dunham . By this time the sun was out and the great trees around the yard provided some welcome shade. A variety of salads were provided for our next course. We inspected the projects that were in progress at Ted's "Gmund Werks West ". Fred Leydorf's RS60 is nearing completion and is a real work of art. It was a treat to look this rare part of Porsches History. Other projects as well as cars parked on the lawns provided lots of car talk. Lanita's hard work in the gardens around their home was also evident. Again Michael kept us on time for our drive to the main course.

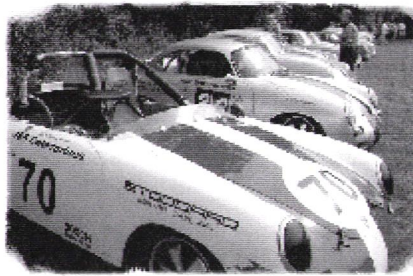




and even knitting projects before leaving for our final destination. Each Sunday Baker's Restaurant hosts a 'Cruise' which sometimes attracts 100's of Cars. This was our final destination as Desert was available at the "DQ" across the street. Unfortunately the threat of bad weather kept many of the participants away. It was evident that the late arrival of our Porsches was of great interest to the "cruisers" that were still there. The day ended under sunny skies with good memories of a well planned event. Thanks to all that participated and especially our Hosts the Dunhams and the Heilmanns.

DICK BEECHER





356 MOTOR CITIES GRUPPE PICNIC

Sunday, August 28, 2005

1 pm till ??? dinner at 3:00 pm

"THREE OAKS"

**Vic & Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461**

Enjoy the day in the country with your friends under the shade of our beautiful trees
gazing upon our little cars circled around the pond.

We have rented a large tent with tables and chairs for everyone.

The entrée this year is fresh BBQ pulled pork, southern-style grilled chicken, and shredded BBQ beef.
Please bring a dish to pass and your favorite beverage.

There will be a charge of \$10.00 each to defray the cost of rental and catering,
please make a reservation ahead of time.

**Please rsvp : 810-688-9090
Skirmants@direcway.com**

Take 24 North thru Lapeer, continue North past the water tower to the 2nd light.

Turn Right onto Daley Rd., follow to 2nd 4-way stop.

Turn Left onto Fish Lake Road, follow 3.5 miles North to Kings Mill Rd.

Turn Right (Eastbound) onto Kings Mill, follow until road turns to dirt, continue
to "Three Oaks". We look forward to seeing you all here.



HERSHEY PORSCHE PARADE

By Lanita Dunham
Photos by Dick and Shirley Gobba

Auh! I love chocolate! Ohh! I love Porsches! Yah! I love a Parade! How convenient that all 3 can be enjoyed together. Quite a few 356 Gruppe members went to Parade, not all as entrants, in fact only one of our Gruppe got accepted as an entrant, that being Dick and Shirley Gobba. Who by the way took a second place in the Concours with their black Speedster (we're so proud of them)!

Neil Goldberg went as a judge and trailered Chuck Stoddard's short wheel base 911 over, and it took a 1st place in the Concours. Ted Dunham and Dennis Denyer were invited to be judges also, so they brought us wives (Lanita & Sue) along to keep them company. Nice move guys. Other attendees (if not entrants) from our Gruppe were Vic Rivera, Dick & Barb McLaughlin, John & Becky Denyer, Bill & Freida Block, (to sell books at the swap meet). The host hotel was the Hershey Lodge, now a Mecca of Porsches and enthusiasts.

Auh! Yes, the swap meet at Hershey Park. There were many vendors there, selling every thing from – well books, old, but sought after 356, 914, and 911 parts, new parts, lots of t-shirts and Oh yes, cool drinks. It was a very hot morning out on the field, with little to no shade, other than what the vendors fashioned to keep themselves from reaching the boiling point. Rusty car parts and boxes of goodies were carted off in every direction, including Michigan. We ran into our Auspuff editor, Sebastian Gaeta, carting around a new Nardi steering wheel, who had met up with recent member, Tim Bukko (who now lives—Right there in Hershey). We met John Chatley who was searching for some elusive parts, he said Jack Chamberlin was with him. Joe Jakabus also entered his orange 911 in the Concours, AKA the “Pumpkin” winning a 1st place and also trailered of Chuck Stoddard's Gmund Coupe. Joe's wife Veronica joined him Sat. for some R&R also.

Did I mention that all the hotels and restaurants have bowls of Hershey candy setting out for the sampling? I had to keep control of “Chocolate hound Dunham”, he was looking for those bowls everywhere. Even Parade registration had candy set out all over. Ted almost OD'ed right there.

Sunday found our judging guys up and off early for the parade grounds at the Hershey Hotel, on yet another very hot & humid day. They all did a stellar job though and attended to all the cars in their groups, with the stealthy eye of a true “Porscheophilic”. How did the Gobbas manage to keep every speck of dust off that

black car? After hours of prep, Friday and Saturday it was spotless. And they did it all with such grace and finesse, never once losing their cool, calm, and “it's easy” appearance. (Dick was just recovering from a serious virus and Shirley had come down with it also, but that never slowed them in their “quest for the gold”). Shuttle buses carried us from the Lodge to the Hotel, as there was “literally” No Parking space at the inn. That was a hot ride on Hershey's finest “school buses”.

The trip over to Hershey had been done as a race, so we enjoyed an “off the beaten path” drive back to Michi-





gan on Monday. With only one delay at one of the three tunnels through the Appalachian Mountains, the trip home was uneventful. We had visited “Chocolate World” (it was air conditioned) and the Whitaker Center for Science and the arts, (also air conditioned), showing the Titanic exhibit, and the movie about the same, “Ghosts of the Abyss” in the IMAX theater in Harrisburg, where our hotel was located.

The “Fire House” restaurant in Harrisburg

serves a wonderful meal in a building built in 1874, displaying many original fire house items. The street lamps in Hershey are— You guessed it, shaped like Hershey’s Kisses, complete with the Hershey label sticking out of them. That’s located on Chocolate Avenue and Cocoa Avenue. Uuhh! I’m sick of chocolate!!! Get that candy bar away from me!!!

1) Wolfgang, Peter, Oliver and Danielle Porsche all attended the Hershey Parade.

2) Peter Porsche sits inside Dick and Shirley Gobba’s Speedster.

3) The field was full of many, many beautiful cars.

Lanita



When last we talked, the HSR Sebring Endurance Challenge had just ended and our 2005 racing season was off to a good start. Next up, the Mitty—HSR's spring bash at Road Atlanta.

Diane and I were scheduled to travel to China with a couple dozen friends during the last two weeks of April and the race was set for the last weekend of the month. Vic offered to take my racecar down with his and Phil's while I started checking the airline flights. I've always wanted to race at Atlanta--where there's a will, there's a way.

We got home from China at 10pm on Tuesday and my flight to Atlanta left Detroit at 10am Wednesday. Learning a new track I'd never laid eyes on after 23 hours of travel and 12 hours of jet lag—what could go wrong? Road Atlanta is a fast, swooping course with a storied history. Yeah, I know, I should have raced it back before they removed the dip and inserted the chicane before the bridge. Still, it has a wonderful flow and a couple of spots where you can get it very badly wrong (with terrible consequences). It had been a number of years since Vic had been here but it didn't take him long to get on pace. With Vic leading, I followed as best as I could, talking with him after the test day sessions to learn the right gearing for turns One and Twelve (one gear higher than I had dared).

Friday's practices found me consistently in fourth, trailing Vic and George Balbach. The Klub Sport Porsche Challenge was the last event of the day and the first race of the weekend. As previously explained, the Klub Sport race is for two-liter and under Porsches and features 356's, 914-4's, 914-6's and early 911's. A six-lap sprint, the overall winner was Jim Thomason in a 914-6 with Skirmants the first 356 (in 9th overall). Balbach and Paul Swanson in 12th and 13th filled out the 356 podium and I followed in 17th out of 41 starters, fourth again and just ahead of Dale Erwin. Tim Baker, Perry Tennell, John Schrecker, John Mayer and Phil Kubik joined Ernie Cabrera in rounding out the 356 field and led a large number of more modern cars across the finish line.

Saturday's Qualifying Race was a classic with Skirmants and Balbach bringing the fans to the fences as they fought

Vintage Racing Update

By Dave Burton

each other tooth and nail, passing and re-passing each other lap after lap. Vic worked on George going into Turn One for the last few laps, setting him up, and on the last time through, sprung the trap. George went for it and Vic timed it perfectly, passing him climbing the hill out of One with enough speed to deny George another opportunity before the Checker. Swanson was 3rd and I followed in what? Yeah, fourth (with—guess who—Erwin right behind).

I found my buddy Burt Levy wandering the paddock and moping because he hadn't scored a co-drive in the Enduro. I can't stand to see him pout, so we teamed up with me starting the race and Burt taking over during the pit stop. When I came in, we





were in third, just ahead of Dale Erwin in the ex-Vic # 02 Speedster. Burt hadn't driven my # 20 Coupe since July '03 and it took him a few laps to get up to speed—just what Erwin needed. Vic won with Balbach in 2nd and we finished 4th. Damn! We could have had 3rd.

Meanwhile, five other 356's were keeping the balance of the sixty-nine car grid honest. Jeff Pitt, Cabrera, Baker, Schrecker and our own Phil Kubik helping an onslaught of other Porsches, forty-six in all, to uphold the honor against Lotus, BMW, Alfa Romeo, Triumph, MG, Elva, Datsun and Lola. As I've said before, Porsches endure.

Sunday's Feature Race found Skirmants posting the fastest time (by 0.074 sec.) but finishing 2nd just behind Paul Swanson's black '58 Speedster. Balbach was 3rd with Schrecker finally finding his pace—finishing 5th and leading Erwin and Baker in 6th and 7th, and Jim Voss and Tennell in 8th and 10th. Eight 356's in the top ten out of forty-four starters! I was black-flagged during the race while running fourth (of course) due to excessive smoke and after convincing the marshal that I wasn't dripping oil on the track, rejoined the race and passed a half-dozen or so cars to finish

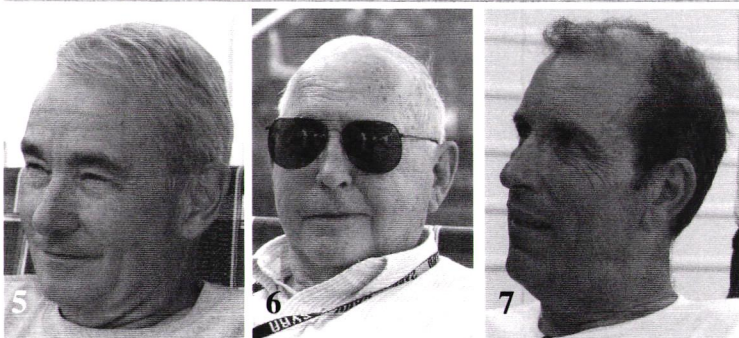
20th. It's pretty hard to make up for a pit stop in a six-lap sprint. Road Atlanta is a great track and I know I'll be back—I want to do better than 4th!

Our next race was the SVRA Sprint Vintage Grand Prix of Mid-Ohio in June. Being closer to home, it draws more racers and club support crew. Jan and Tom Downey arrived to help along with Dick Beecher. Rick Spurlock and Mark Molson showed up with family to enjoy the paddock and the racing. Vic completed a racecar for Hans Peter Handal and this was to be its debut. In addition to Hans, Vic, Phil and myself, the usual 356 racing contingent showed up: Lane Mally; Rick and Arlene Bardsley with their son, Kyle; John Schrecker; Paul Carter; Mark and Mary Escuche with George Balbach; John Mayer; John Biggs; and Olga Reindlova. Besides all the tubs, Mid-Ohio was a stop in the Australian/US Healey Challenge and the Austin Healeys were thick and fast.

We had a full schedule for the weekend with a Klub Sport race (for 2 liter-and-under Porsches), another all Porsche race (including Henry Payne's 907 langheck), and the usual practice and qualifying sessions and race, a 75 minute Enduro and the Sunday Feature sprint race. Hans Peter's car was good right out of the box (what else do you expect when the box packer is Vic Skirmants?) and Hans Peter was pretty good as well, learning the car and the track straight out and improving every session. SVRA requires a spec tire for our 356's—the Hoosier Vintage TD 5.50x15 treaded bias ply. HSR has recently allowed Toyo 205x50-15 radial slicks on 356's, normally 2 seconds a lap quicker than the bias plies. This weekend, Balbach, Schrecker, Mayer and the usual HSR crowd were running the radial slicks while the SVRA folks were wearing the Hoosiers. This resulted in 2 different classes within the same run group.

First up, the Klub Sport race. Out of twenty starters, Vic finished 4th overall and first 356—on bias ply tires—ahead of Balbach and Schreck on radial slicks. I was 4th (again!) on bias plies as well. John Biggs, John Mayer, Hans Peter and Phil were dicing with each other and Lane Mally led Bill Carter under the Checker. Olga Reindlova and Rick Bardsley suffered mechanical problems and retired early.

The last race Friday was our Enduro, 75 minutes in 95 degree heat with one mandatory pit stop. Thirty-two cars started and twenty-four finished, including six 356's. George and Schreck led Vic and I across the line, radials over Hoosiers, as expected. Biggs beat Kubik in the same manner and yet all of us



Photographs: 1) Dave Burton at Geringman. 2) Hans Peter Handal. 3) Balbach leads Healeys and Devon. 4) Kubik and Bardsley Dicing in Turn 13. 5) Lane Mally 6) Phil Kubik 7) John Schrecker



2

beat the remaining field including Alfa GTV's, a Datsun 2000, a Corvette, a pair of Healeys—one with a 355 Chevy in it—and a 911 and a 944. I was impressed with Phil, running the entire hour and a quarter in that oppressive heat. He's my hero.

By now, Vic was getting fed up with the split classes in our group. The spectators don't understand the nuances, they just think we're getting beat. SVRA used to split radial shod 356's into Group 8 while Group 3 required the spec Hoosiers. Suddenly, all are thrown into Group 3 with just a letter designation change in the listing. So Vic mounted up a new set of Toyo

slicks and went off to battle. I was already on a new set of Hoosiers and had left my Toyos in Michigan so I couldn't justify buying a new set for the weekend. During the 3rd qualifying session on Saturday Vic gridded 1st and I was 3rd, ahead of Balbach and Schrecker. During the Qualifying Race, George and I diced back and forth until the halfway point when my tires started fading and George began to ease away. Meanwhile, Vic had left us far behind and was chasing the Lotus 7 of Herb Wetanson.

Sunday was race day and our Feature was set for late afternoon, second to last. Wetanson was on the pole with Vic next



1

to him, an Aussie Healey and Balbach set the second row and I was 5th, next to another 3 liter Healey. John Schrecker was right behind me as we headed out on the pace lap. Starts are always sheer pandemonium with everyone trying to pass everyone else in the short straight leading into Turn One. It's said that few races are won in the first turn, but many are lost. As the race wore on, the Lotus went off under pressure from Vic and lost position while Schreck and I battled each other. He passed me going into the keyhole on one lap and I passed him under braking the next lap. Going down the backstraight door-to-door and through the kink, neither one of us would give an inch—the cars touching at 120-125 mph as we entered the braking zone. What a race! Afterwards, Jack Woehrle, an official, said that they couldn't take their eyes off us, the racing was that close. The podium held Vic, John and I while Hans Peter had moved all the way up to 6th, second in class. Hans is now shipping the car over to Europe to race FIA. Boy, is he about to set the cat among the pigeons.

The following weekend, Phil and I were entered in the Porsche Club race at Gingerman. The "Roar on the Shore" has been put on by the SEM region of the PCA for nine years running and draws a great crowd of racers. Funny, they don't get many 356's. Two years ago we were a hit and we cleaned up. We expected to do even better this year as we brought the Toyo slicks. Due to the rules, the Toyos are considered street tires because they carry a D.O.T. label. Paradoxically, the Hoosiers (the slower tires) are classified as racing tires and knock you up one classification. Anyhow, we were going racing with 944's (S2's and Turbos), 911's (S's, SC's and Carrera's), a 968 and even a 964 C4—all in our group. The Enduro field added 914-6's, 911 RSR's, 993's, GT3's, and Cup Cars. What a hoot!

We continually surprised the workers and the other drivers as we practiced and qualified, handily beating more powerful, modern cars. Saturday afternoon brought the one hour Enduro and a wide range of cars and abilities. We enlisted Michael Goldberg and his friend as our pit crew, standing by with oil, water, tools, jack and spare. They were terrific, handling their responsi-

1) Hans Peter leads John Mayer and a Healey. 2) The Tubs of Balbach, Mayer and Biggs. 3) Vic offers a ride to a Corner Worker (@ 80 mph). 4) The Beer Lamp is Lit at Day's End.



bilities perfectly and getting us back on track without drama. Due to limited space in the pits, race control decided to close the pits in case of a full course yellow. Phil drove a great race and ducked into the pits after passing a car spun off course in an area that he knew that the officials couldn't safely leave. Sure enough, the flags came out and the pits closed just after Phil pitted. I wasn't so fortunate as I had just completed my stop at the halfway point and was now doomed to follow the pace car for a few laps as they cleared things up. The speed differentials are so pronounced in endurance fields that the passing opportunities are never ending and Phil and I had a ball, finishing well up the field and laps ahead of an impressive crowd of younger Porsches.

Sunday's Qualifying session found my car with transmission trouble. The shifter was locked in 2nd gear and I came in early after getting one clear (slower) lap. A call to Vic at home was inconclusive other than to suggest the likelihood that I would be unsuccessful in curing the problem with the parts on hand at the track. (Upon teardown at 356 Enterprises, Vic found that I had destroyed a shift fork—he calls me "gorilla shifter"—and lodged the shrapnel in the linkages.) With # 20 disabled, Phil graciously offered his car for the Feature Sprint Race. I cheerfully accepted. Phil went to the top of the tower to watch while I headed to the grid. Because I had switched cars and had not qualified with it, I started at the back of the group of 24 cars. The start was waved off and the cars went around again, using one of the 15 race laps. The second time around, the starter showed the green and I set to passing cars. Phil, up in the tower, bet the others where and when I would pass each car ahead of me (and he only missed once). As I worked my way up the pack, I began to encounter cars that evidently didn't believe that I really wanted to get by and so the overtaking got tougher. At the Checker, I was 12th, first in class, and ahead of seven F Class 911's and 944's. Phil said he enjoyed the show. At the awards ceremony afterward, # 20 won the Worker's Choice Award for the Enduro.

Next up, the fabulous vintage weekend at Road America known as the BRIC. Business and family concerns will keep me from attending but Vic and Barb will carry the colors along with Lane Mally. I'm sure Vic will give us the blow-by-blow. I will likewise miss the VSCDA Au Grattan in August, another great race weekend near Grand Rapids and hope that Lane will uphold our honor and report back. We'll all be going to Watkins Glen in September for the fantastic U.S. Zippo Vintage Grand Prix and Festival—don't miss it! Until then, enjoy the summer and support the racers. See you at the picnic!

DAVE



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AUSPUFF ROAR



INSIDE THIS ISSUE