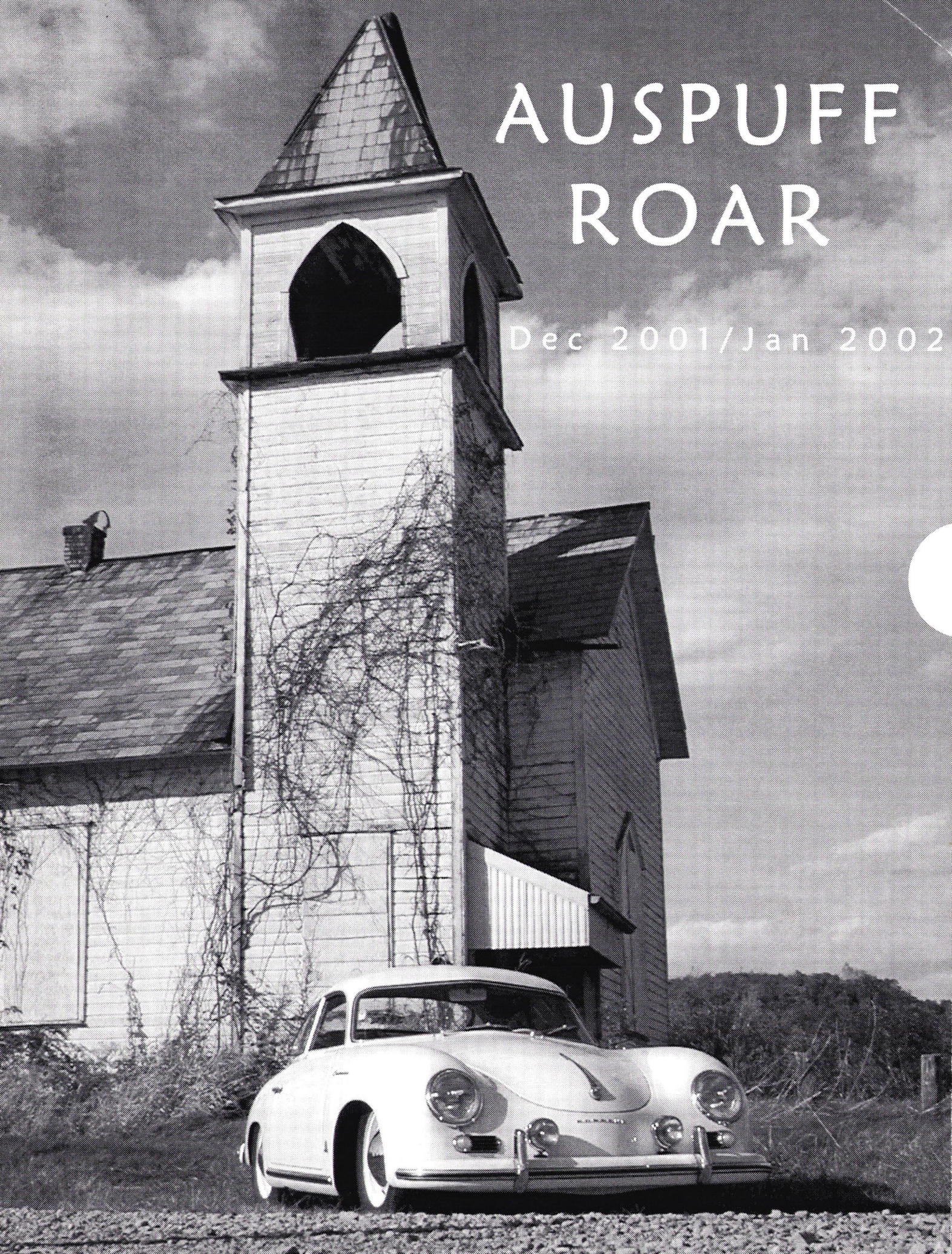


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Dec 2001/Jan 2002



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ON THE COVER:



Dan Christie captures Brad Richards' Continental coupe at an old country church during the 2001 Fall Tour

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PRESIDENT'S LETTER



Last issue of the 2001 – so it's appropriate to take a brief review of the past year's events. Reflect back with me and mentally add your own personal anecdotes as we go.

The first major outing was the Spring Tour hosted by Bill and Sher Toburen. What a great day, starting out in Sher's kitchen and ending at the Redstone Lodge restaurant. In between we drove interesting roads and stopped at an herb farm for delightful horticultural and agricultural purchases. I even saw some guys conversing about goldenrods while others were discussing connecting rods.

The Dunhams opened their 356 parade grounds to the entire club in August for the annual Picnic, and a good time was had by all. Cars, tents and brats – what a great combination. The Fall Color Tour was probably the best ever -- if you don't count the Friday rain. Great roads, great restaurants, great diversions along the way, and especially great company. Barbara Skirmants did an excellent job.

And everyone seemed to have had a festive time at the Holiday Party. The entire afternoon and evening seemed to flow at a nice easy pace,

as did the money during the auctioning of some exception Porsche-related items. Dinner was much improved over the previous years, and marked a fine way to end the 2001 356 calendar. Good job done by Barbara Skirmants, Sebastian, and our lively auctioneers, the Denyer Brothers. We have volunteered the Denyers to do it again next year!

Sandwiched in between were some great garage tours, informal get-togethers, and of course, the continued hospitality extended by Neil every Saturday morning at The Breakfast Club.

The next time you see Sebastian Gaeta, congratulate him on receiving the Tom Youk Helping Hand Award this year. Well deserved, as is evidenced by these pages, and every other issue you've read over the past few years. If you are not already aware, you are reading the best 356 newsletter anywhere!! (Leave that last sentence absolutely alone, Mr. Editor.)

The Board of Trustees election results are in and were announced at the Holiday Party on December 2nd. You folks have returned two hard working and worthy people to the Board, Sebastian Gaeta and Barbara Skirmants while adding a

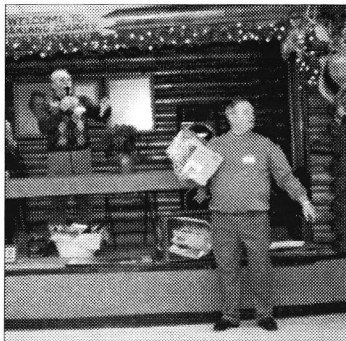
fresh, new face eager to contribute, Brad Richards. Rounding out this august group are incumbents Ted Dunham and Bill Toburen. Sounds like a winning team to me.

Let me end this column on a personal note. As you know from previous columns, we are re-doing the cabriolet over the winter and are working hard to make sure we will be driving it to Charleston for the 2002 East Coast Holiday (and if you haven't signed up yet, do so and join a number of us for a wonderful prelude to the spring season). The car is out at Ted Dunham's getting ready to go down to Ohio for necessary metal work and paint. What Ted and I have discovered is that this little Teutonic cruiser is at heart an American patriot -- red, white and blue! Under all that red paint was the pride and joy of a craftsman's intent of assuring flowing lines and smooth panels. Yes, white filler covering each tiny dent or imperfection as well as years-before-my-time front-end damage. And then surprise, the original color – blue. Patriotic or not, it is certainly making for a more strenuous job of paint stripping. This confirms what I've been told: "You really don't know what's under there 'til you get under there". Have a joyous holiday... 🚩

Eighty Five Motor Cities Gruppe members enjoyed our Christmas Party on December 2, 2001 at Waterford Hills Clubhouse. In an attempt to make this event more of a social gathering than a dinner party dominated by an auction, we limited the live auction to ONE item per family, and instituted a time limit of ONE hour only. The results were better than expected. You folks responded with great items that were quickly bid up within our self- imposed time limit. The remainder of items donated were put up at silent auction that ran until the end of dinner. This plan was a great success. The live auction concluded before dinner which left us more time to socialize and wander around the silent

Gruppe Holiday Party 2001

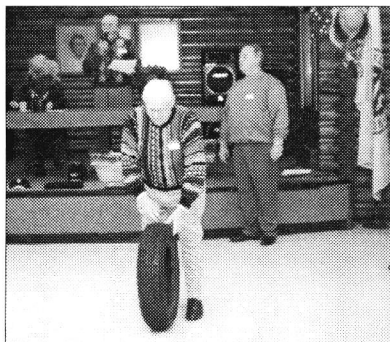
by Barbara Skirmants



The auction house of Denyer & Denyer has been signed to a long term contract!



Dick Beecher demonstrates how a tire works



auction tables. This was a much more relaxed atmosphere than years past and we have heard from several people that it was the best Holiday Party yet. Comments also extended to the quality of the food this year, which was excellent. We had an outstanding prime-rib dinner for the low-low price of \$20 each for our members. Your club actually paid \$26.50 each plus the facility rental fee for this fun afternoon/evening event.

We had some outstanding items to bid on this year. Dan Christie did another original oil piece of a Porsche Spyder in the Alpine Mountains. The young folks in our 356 club make me so proud of their abilities and involvement in our club, they are just a joy to see involved with our little "old" cars.

Sebastian Gaeta was presented the 2001 Tom Youk Memorial "Helping Hand" award for his tireless work in preparing this fine publication, AUSPUFF ROAR. Thank you, Sebastian from all of us. Your work truly is the glue that holds us all together in our love of our cars and our many friends.

The fun evening of socializing, eating, drinking, bidding, winning, was topped by total sales of over \$2600.00 from the auction to help run your clubs activities for 2002.

Hope to see you at the next event.



Barbara

MOTOR CITIES GRUPPE CALENDAR

JANUARY

15th-Membership Dinner
At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

FEBRUARY

OPEN

MARCH

19th-Membership Dinner
At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

APRIL

TBD Hershey all Porsche Swap
Meet, Hershey, PA. The largest
event of it's kind in the world!

MAY

TBD 10th Annual MCG Spring
Tour!! Info to follow.

21st-Membership Dinner
At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

JUNE

TBD Stoddard's all Porsche
swap meet

JULY

15th-Membership Dinner
At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

AUGUST

TBD- Motor Cities Gruppe
Family Picnic

SEPTEMBER

17th-Membership Dinner
At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM



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Porsche/VW Type 60C

by Sebastian Gaeta



and the Type 60K10, Porsche designed a num bodied car was ose built for the III Berlin to Rome race 39. It was also the ar to bear the ne name by itself.

10

Sports car racing in Germany at the time was directed and sanctioned by the National Socialist Motoring Corps, the NSKK, and it's Korpsführer, Major Hühnlein. Hühnlein had total control of all sporting uses of automobiles in Germany, much of this through the Oberste Nationale Sportbehörde, or ONS.

Although he did not even know how to drive, Adolph Hitler was an avid fan of the automobile and motor racing in general. He knew that winning any major racing contest with a German built car would provide Germany with the worldwide exposure that he so craved. Thus the stage was set for developing a car for just that purpose.

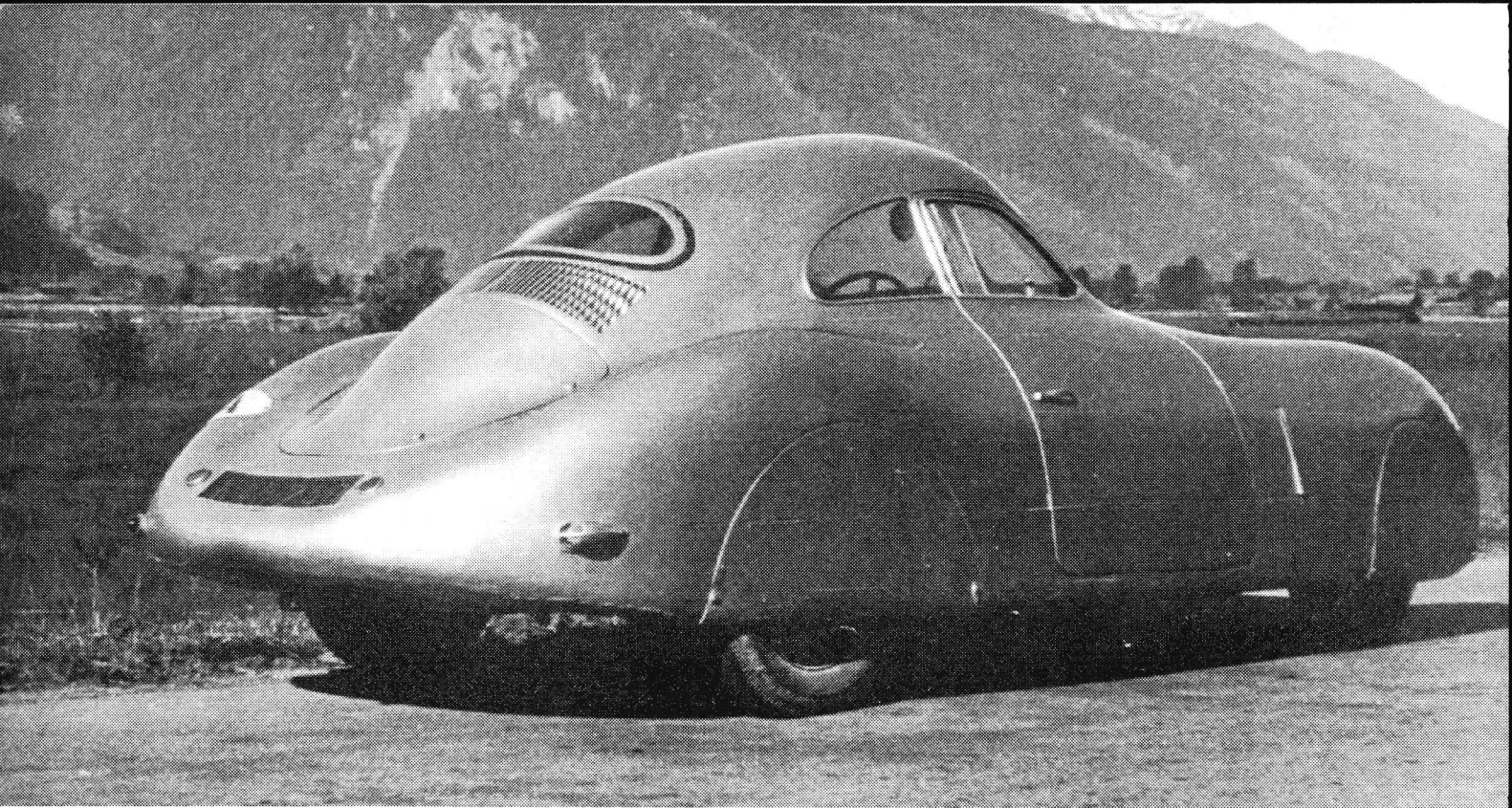
Ferdinand Porsche was likely responsible for convincing Hühnlein to plan one of the most outrageous races ever. In an attempt to cement the bond between countries, Hitler approved of the endurance race between Germany and Italy. This rally, scheduled for September of 1939, would be a 1300-kilometer race for any two-seat vehicle. It was to start in Berlin with the cars racing south over the newly constructed Autobahn to Munich. Moving through Austria, the cars would negotiate the Brenner Pass into Italy, racing over closed public roads to the finish line in Rome. Going through three nations, capital to capital, this race offered tremendous publicity for Porsche and the Volkswagenwerkes and a huge venue for the Reich and their propaganda machine. Hitler felt that a successful outcome in this race would lead to a positive opinion of the VW in Germany and the rest of the world as well.

What an opportunity this was to promote the recently proven KdF-Wagen. In 1938 Porsche Konstruktionen GmbH had put the finishing touches on the VW30 and VW38 series of the KdF prototype. The German Army

extensively tested these prototypes for 2.4 million kilometers in all manner of driving conditions, and now the small car meant to be affordable for any German citizen was ready for mass production. The new Volkswagenwerk factory was gearing up to build 150,000 cars in its first year for 1939. At this same time, Germany was strengthening it's military machine and was ready to begin it's march into Europe.

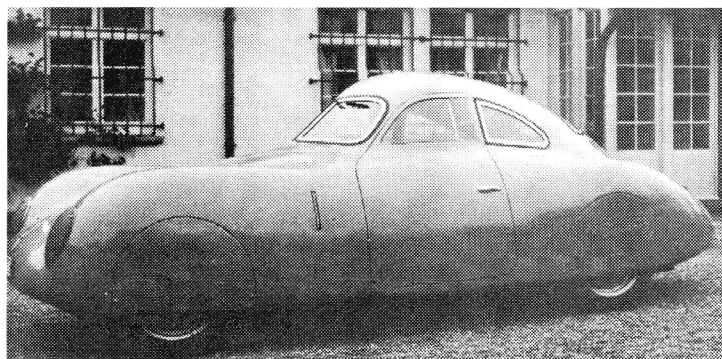
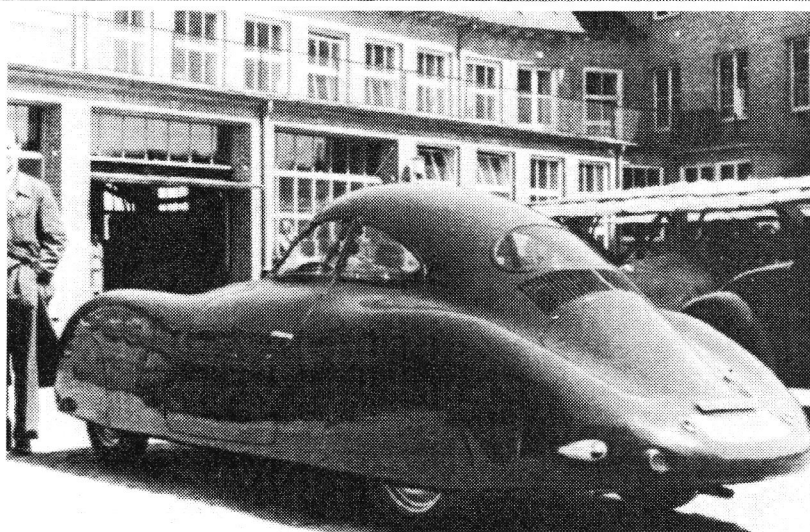
Ferdinand Porsche's first love was motorsport. His successful race car designs include the supercharged Mercedes Benz SS and SSK's and the famous 16 cylinder Auto Union P-wagen, which dominated European Gran-Prix racing in the 1930's. The announcement of the Berlin-Rome race gave official approval for his long-time dream to produce a competitive small sports car. Hühnlein's ONS commissioned Porsche to build three sportscars based on the Type 60 (the KdF wagen, or, VW) chassis. Financial backing came from the Labor Front of Ley and Lafferentz. This was just the opportunity that Porsche had been looking for, as the old Professor had always wanted to build a car bearing his name. Here was his chance. Luckily, his firm had already designed a sportscar based on a stretched version of the Type 60 chassis, a car tagged Type 114. Mightily as he tried, Porsche could not convince the Reich to allow him use of VW components to build the type 114 largely because there was no obvious benefit to their cause. This time was different. Although the Labor Front had just turned down Porsche's plans for putting the Type 114 sports car into production, they too saw the publicity advantages to be gleaned by entering a KdF-Wagen in the Berlin-Rome competition.

The Porsche firm added the new sports car project to their register in



Period photos showing the 60K10 from various angles. From Top to Bottom: Out on the open road. At the VW factory. At the Porsche Zuffenhausen family villa on the Feuerbacher Weg.

September 1938. It was officially called the 60K10 but unofficially it was known as the Type 64 (does 901/911 or 911/964-993-996 sound familiar?). 60K10 stood for: 60--the Type 60 KdF-Wagen design. K--coachbuilt (karosserie) bodywork. 10-- it was the 10th variation of the KdF-Wagen body. Porsche's design chief, Erwin Komenda, designed the streamlined body using roof and door lines from the VW and then unknowingly got a head start on the 356/02 with his design of the fender lines. Its design resembled the Type 114 somewhat by keeping the window pattern, rear deck louvers, and front deck surface embellishment of the standard VW. These details



were critical if the three cars were to have any value in promoting the KdF-Wagen. The first sketch was complete on September 19, 1938,

and a clay model was formed for final approval. The design was then given to the Reutter firm in Stuttgart for the construction of three alumi-

num bodies.

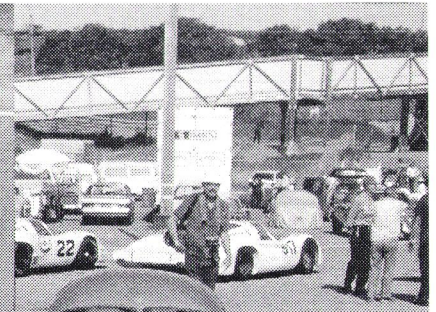
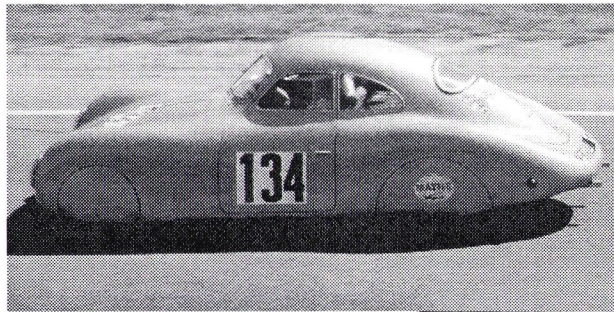
The Type 64 design was a combination of standard KdF-Wagen mechanical components with a highly stylized aerodynamic body. The planning already done at Porsche on the Type 114 sports car provided a great deal of the engineering work on the 60K10. The tubular chassis, brakes and suspension of the KdF-Wagen were used for the platform of the Type 64, as Porsche had extreme confidence in its durability proven during the VW30/VW38 testing phase. Thus the wheelbase and track remained standard at 94.5 and 50.6 inches respectively. Modifications were made, however, to the engine, carburation, wheels and body. Wider 5.25 x 16 tires were fitted for better

Wagen's stock 25-horsepower engine to a respectable 40 horsepower. It was also designed to be reliable at peak output to take advantage of the roads that were to be used for the race. Once the new streamlined body was fitted-which reduced the weight by 450 lbs. (1200 lbs. total weight)-the Type 64's top speed reached 91mph, producing a highly competitive sports car that could maintain that pace on the autobahn between Berlin and Munich.

Each of the three Type 64 cars were hand built, and therefore each had minor cosmetic differences. The roofline was so narrow, however, that at first glance it looked like it

driver. This set up proved to be quite cramped, but it served its purpose in satisfying the rules. Under the long hood were two spare wheels and tires while the battery was placed behind the driver's seat. Fender skirts were put on all four wheels to maximize aerodynamics and to achieve a higher top speed. A neat design feature was that the front skirts were fitted with rollers inside to move with the turning of the front wheels. Quick release fasteners were used on both hoods and fender skirts for quick access for engine tuning or tire changes. The engine lid was hinged at the left edge and pivoted off to the left for easy access, a unique Volkswagen design. The door windows slid back to produce a 2"

The late Otto Mathe and the only surviving 60K10 on display at the 1982 Monterey Historics.

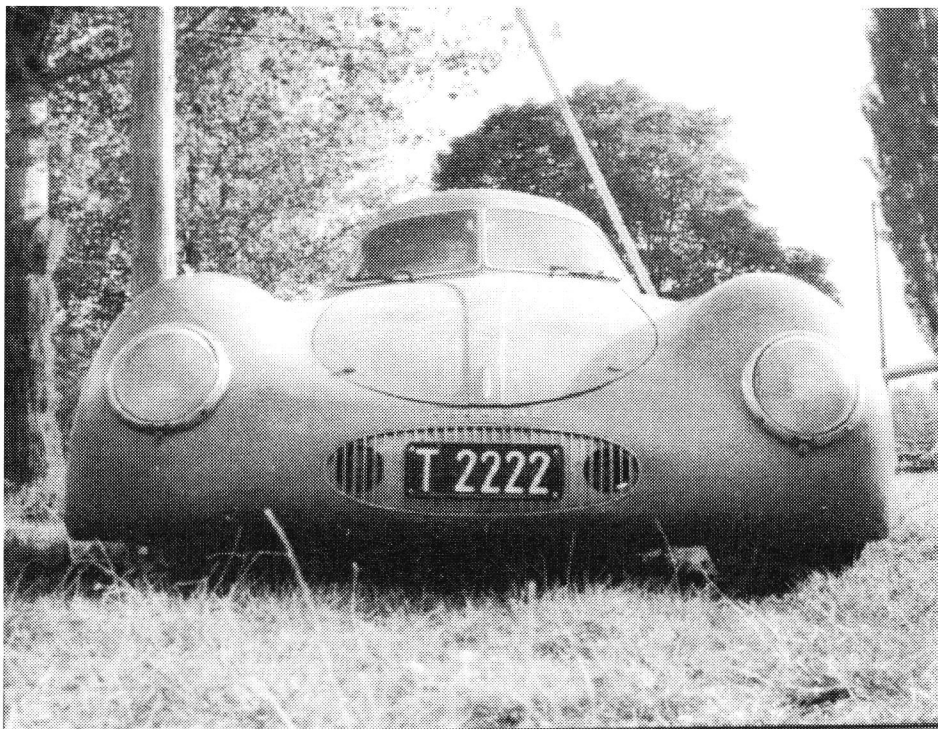


performance instead of the KdF-Wagen's thin 4.50 x 16 tires. The 985cc flat-four was increased to 1100cc, larger valves were fitted with higher compression and the dual carburetors brought the KdF-

could only accommodate a single seat. Because the race standards required a two-seat design, the Type 64 cockpit featured the driver's seat almost central in the body, while the navigators seat was angled behind the

opening for better cockpit ventilation.

Porsche's nephew, Herbert Kaes, was an experienced driver and an obvious choice to be the Type 64



Does this look somewhat familiar?

driver during the Berlin-Rome race. However, with Germany's decision to invade Poland on September 1, 1939, the Berlin-Rome race was cancelled and the true test of the Type 64 would never be proven to the world. Luckily, the three sports cars were used as daily transportation for Porsche and KdF staff from 1939-45. It is apparent that the Type 64 project of 1938-39 influenced the Porsche firm in it's post-war design and development of the 356 in Gmund as the Professor was imprisoned by the French at the time and was not able to influence their work. Ferry Porsche, Karl Rabe and Erwin Komenda were obviously paying close attention. When the Professor's ransom was paid to the French and he returned to Gmund, his only words after inspecting the type 356 were "I would not have done anything differently".

Ironically, the history of these three Type 64 sports cars is not as much of

a mystery as with later cars such as the America Roadster. The first one was given to Dr. Bobo Lafferentz, the head of the KdF-Wagen program, and was soon wrecked in an accident and later destroyed by a bombing raid. The second one was

driven by Porsche himself between the KdF-Wagen factory, his Stuttgart offices and his home in Austria. Professor Porsche and his chauffeur, Herr Goldinger, once made it from Fallersleben to the Hotel Bristol in the middle of Berlin in one and one half-hours. That is a door to door *average* speed of 85 mph! In 1945 it was found by U.S. servicemen at the Zell am See flying school and raced on the airstrip for fun. Unfortunately, the hot cockpit was hacked off and the car was soon demolished. The last Type 64 survived the war and was sold in 1948 by Porsche to Austrian racecar driver Otto Mathe for 32,000 shillings. Mathe's arm amputation required the car be converted to right hand drive, but the only surviving Type 64 enjoyed racing success through the 1940s and 1950s. It was retired and eventually restored in the 1980s and is occasionally seen at historic races in Europe even today. The Type 64 design provides a unique look at an obvious but largely unnoticed link in Porsche's design progression which led ultimately to the development of our beloved 356.



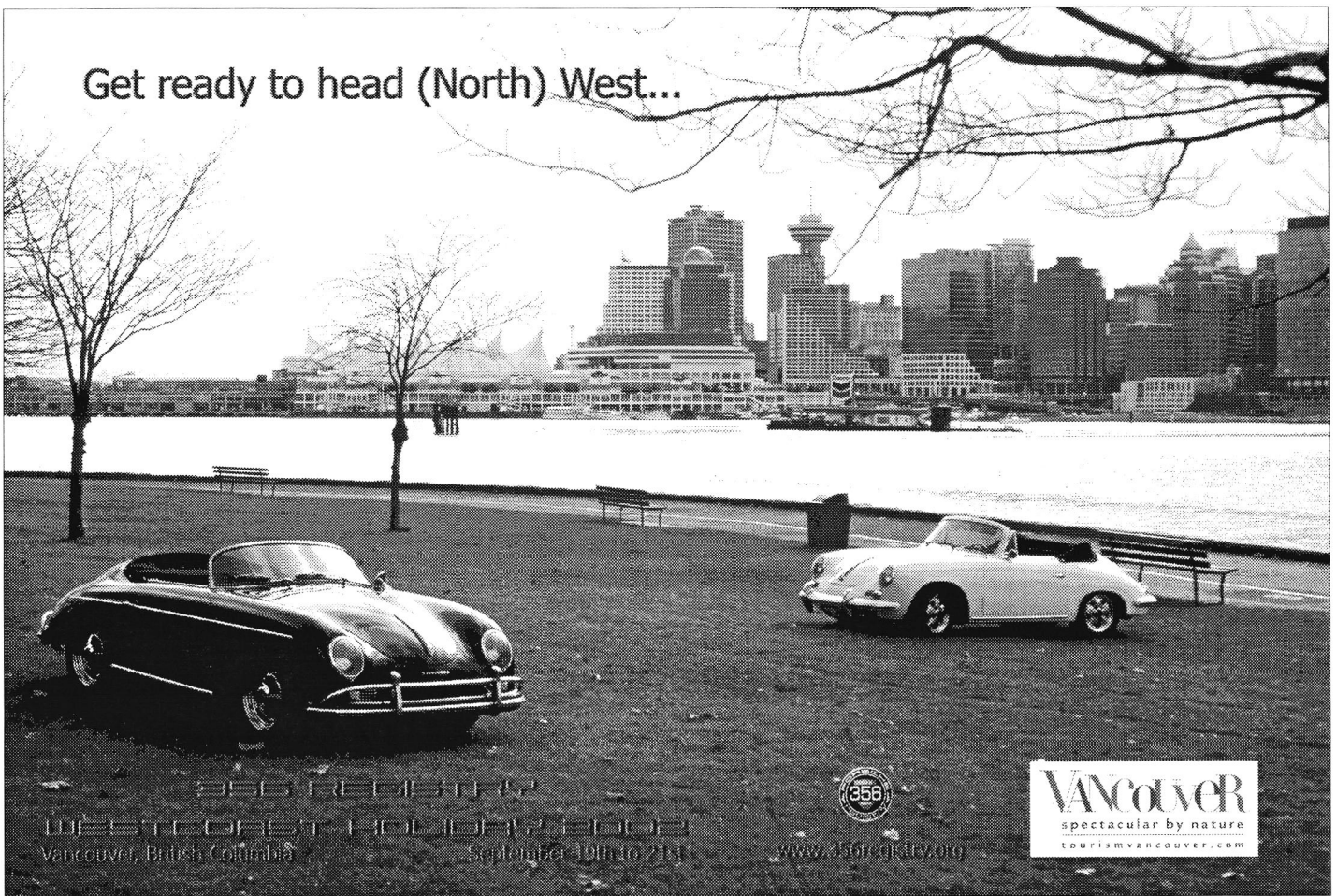
Motor Cities Gruppe Social Dinners

The location for the Gruppe social dinners has changed. We are now holding them at Zack's Steak House, 26620 Dequindre Road in Warren.

The menu is much more diverse than our previous choice, and the prices are extremely reasonable. Don't be afraid to attend fearing that a business or Board meeting will break out; that's not the case. This is a casual, fun evening to swap stories, parts, etc. See the calendar on page 5 for dates and times. See you there!



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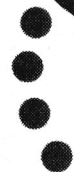
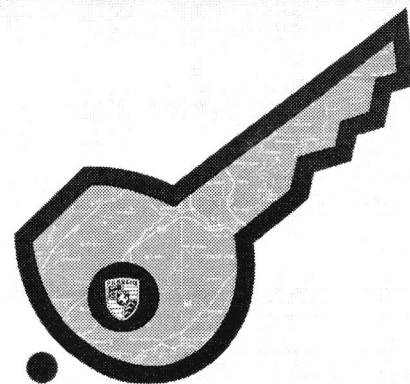
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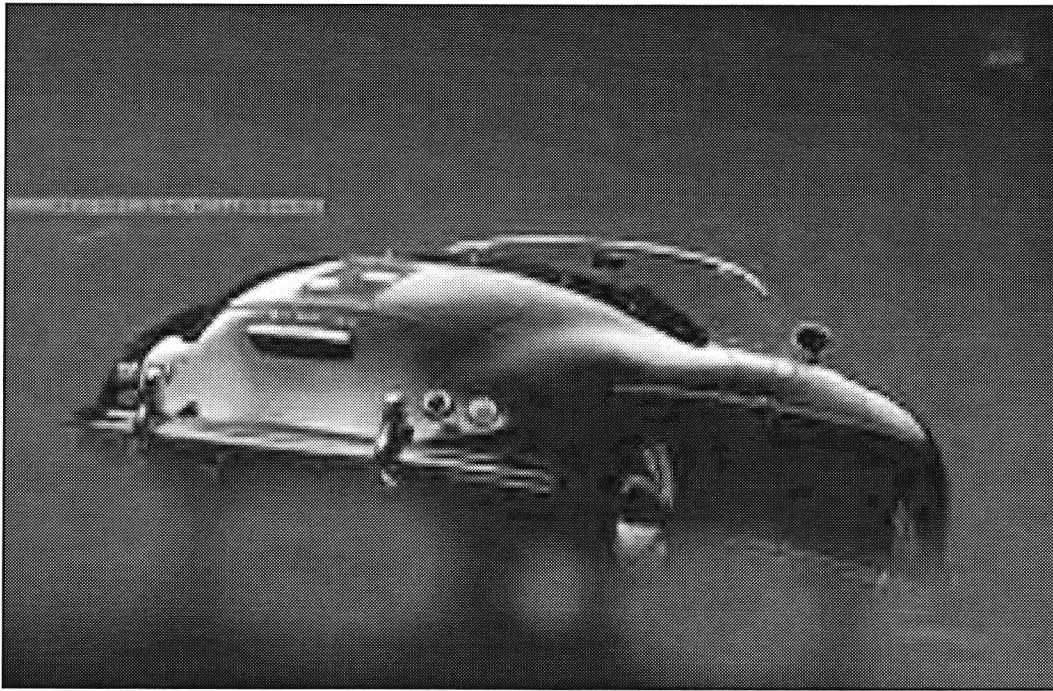
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all it shares with other cars is the road

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Vroom. If I say that word, what does it mean to you? Does your mind conjure up images of an engine? A muscle car from your youth? Or maybe, something closer to home. Perhaps your image of *vroom* is sitting in the garage. While I'm sure that we all have images of that word, I am equally sure that the image is likely NOT something manufactured recently. You see, *vroom* is not something that can be manufactured.

Vroom is the audible expression of a car's soul. If the blend of the exterior and interior are the visual cues to the car's inner being, then the vroom is definitely its initial verbal message. Cars produced in our current era of automation

are largely lacking in heart and soul. In fact, the situation has gotten so bad that many manufacturers (including Porsche) have actually resorted to trying to engineer exhaust notes in order to stimulate our minds into believing that we are experiencing vroom.

Look, I don't want to keep picking on my daily driver, an Audi, but I can't help it. All of the car's product literature and advertising media speak to the existence of a soul, '*the heart and soul of the driving experience*', or words to that effect. Come on!! This is a luxu liner! A silent, insulated technology den on wheels! Here is the best part: virtually every car that I pass in my comings and goings is exactly the same! These types of cars surround us today. In fact, my 2001

VROOM? VROOM!

By Greg Laporte

C4 cab is a grand disappointment in terms of any existence of a soul.

Now I don't believe as Ted Dunham does, that Porsche stopped producing cars in 1959.

However, I do believe that his larger point is that modern vehicles are lacking something. Allow me to mention some of my favorite rides in the club, when I do, imagine them in your mind and see if you don't instantly hear and feel their vroom. Freeman's speedster, Vic Rivera's roadster, Richard Hinson's convertible D, John Denyer's silver coupe, Neil's carrera, Dave and Diane Burton's roadster, Heath Hurlbert's speedster, Don Munoz's roadster, Fred Leydorf's roadster and Ted's, I mean my, coupe. It really doesn't matter whether these cars are a purist's delight or highly modified, they all emit a very audible soul. These cars say as much about the people who drive and keep them on the road as they do about those who built them.

Soul is not limited to Stuttgart. It exists in many forms and from divergent sources. A rumbling

Hemi and silky smooth V-12 are brothers.

But that same Hemi is not related to its Viper descendant, and the best of the offerings from Maranello of the late '50s and early '60s do not share much with what Michael Schummacher runs around in.

This is true in other circles and from other manufacturers as well. In fact, universally it seems as though we have traded in the art of *automobile* for the perfect production people

mover. In this pursuit of perfection we have effectively killed the soul and silenced the vroom.

Look, I'm not saying that modern vehicles lack excitement; in fact, they can be very exciting to drive. They deliver an experience that shows their technological prowess even to the extent of covering any operator error. The issue is that they do so in a very perfect, sort of robotic way. Cornering my C4 at speed is nothing like doing the same in the Outlaw. The Outlaw requires my thought, ability, courage and response. The C4 on the other hand, only requires that I point and shoot. No vroom in the ear, no wiggle from the rear, just point and shoot. Hey, maybe that should be the slogan for all of the new, low-slung offerings from Germany, Italy, America and Japan – "Just point and shoot – your camera or your car, it's all the same! No skill required!!"

This club, and my association with those in it,

has kept *vroom* alive and well. The group is small and certainly not representative of the general population, but its spirit and its soul are strong. Our affection/obsession with these 4-wheeled souls is simply a reflection of our own

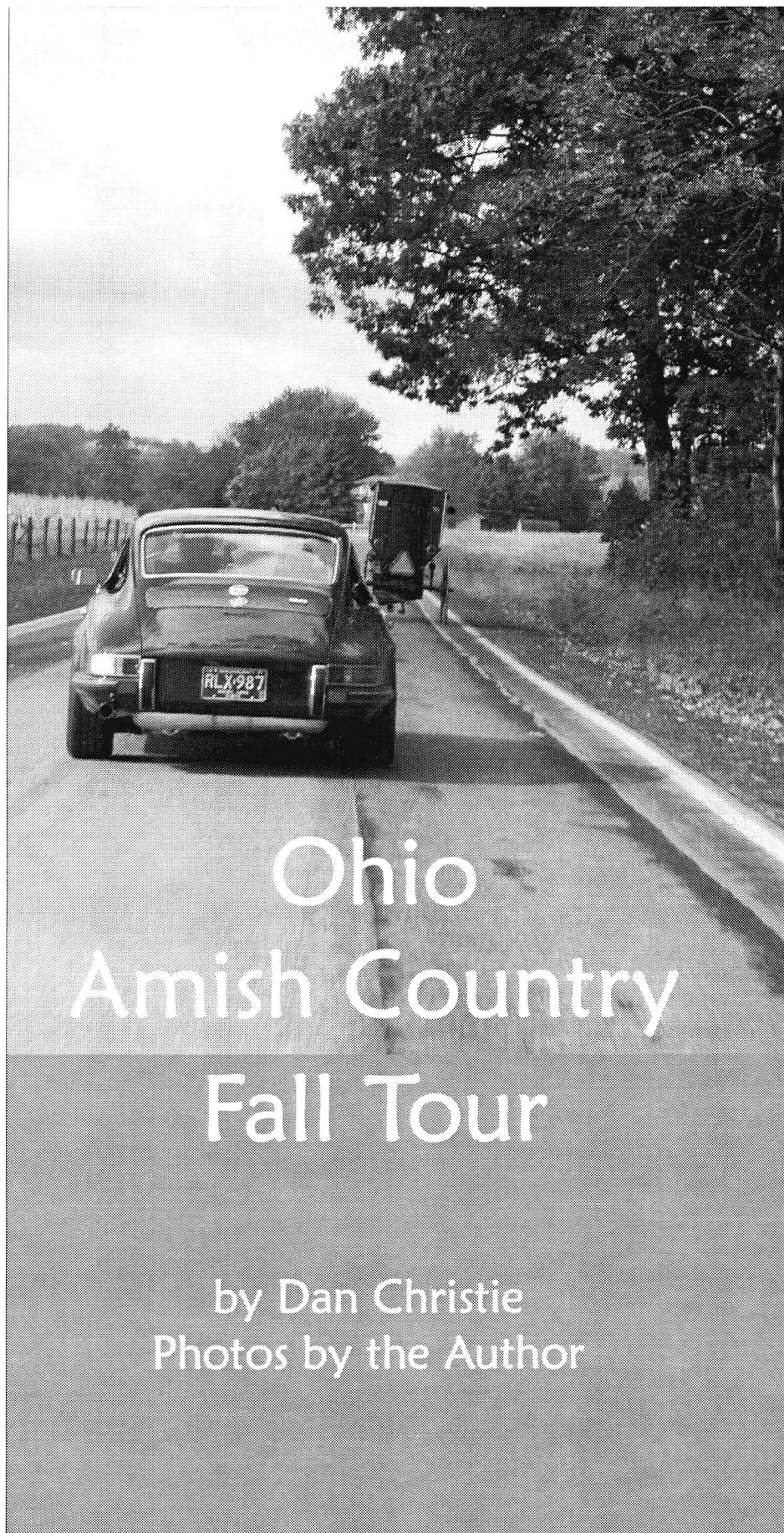


souls, I am delighted to be a part of it. *Vroom* is simply a language that we all speak. Happy holidays and the best to you all in the New Year! 🏁

Thursday night I got a call from Brad Richards. His wife was not able to go on the fall tour and he asked if I wanted to fill his extra seat. I jumped at the chance. The group was planning to meet in Wooster, Ohio at 9 am on Saturday. Brad had consulted his meteorologist friend, calculated the driving time and told me to meet him in Ypsilanti at 4:30 am Saturday morning. This may sound crazy, but while everyone else drove to Ohio in the rain on Friday, we had clear weather the whole way!



The group met in Wooster at 9 am in the parking lot of the Amerihost Inn. The group consisted of Dick and Diane Beecher, Dave and Diane Burton, John Denyer and Becky Barath, Dennis and Sue Denyer, Ted and Lanita Dunham, Len and Linda Hanson, Phil and Patricia Kubik, Dick and Barbara McLaughlin, Noel and Norman Nagelspace, Dave and Barbara Peterson, Vic and Barbara Skirmants, Gerald and Polly Van Vliet, Fred and Carol Uhlman of Dayton, Ohio, Freeman Thomas and his family, Brad Richards and myself. There were four 356s, five 911s, two Boxsters and a few other vehicles. It was a perfect fall day for this event that Barbara



Ohio Amish Country Fall Tour

by Dan Christie
Photos by the Author

Skirmants had planned so carefully. (I think Barbara planned the perfect weather, too!)

Barbara mapped out the best and most rally-like course for our tour. So much for the leisurely driving as we were headed down some of Ohio's most scenic and twisty country roads.

Our first stop was at Lehman's Hardware Store in Kidron, Ohio. This Amish hardware store was a treat for all of us. They carry everything from cast-iron stoves to hand-made crafts. If you want to check it out, you can go to www.lehmans.com. Next, we were off to the Holmes County Amish Flea Market where we got many looks at our colorful motorcade. We were passing Amish buggies the whole way there (and you thought that a '55 356 was Spartan!). I wonder what the specs are on those 1-horsepower buggies?

One of our 356's, the white '55 Coupe belonging to Fred and Carol Uhlman, had some mechanical problems. But if you are going to run into trouble, this was the group to do it with. Vic fixed the problem and we were back on the road in no time.

The roads we drove on were made for these cars. We jiggled and jugged so much over these rolling hills that I thought I was the co-pilot in a rally calling out directions. I think these roads could be graded by how many "oh shit's" I said while Brad cruised along. One section had eight of 'em from me alone while another section even had one from Vic while Brad was setting a blistering pace.

After lunch, it was my turn behind the wheel of Brad's '55. Even though I also have a '55 coupe, mine is equipped with updated ZF steering box and now I realize how important that is! After about five miles I concluded that it was not the time to get to know someone else's 356 as the steering created some challenging driving. It was

back to the co-pilot's seat for me. I had a whole new respect for Brad's driving skills!

We ended the day in Marietta, Ohio at the historic Lafayette Hotel. The Lafayette is a Victorian hotel that opened in 1892 on the banks of the Ohio River. We were all treated to good food, great hospitality and, of



course, great company.

We woke up Sunday to another beautiful fall day. With our bellies full after a great breakfast, we walked down to the river for a group photograph. Next, we took a quick walk around downtown Marietta. A few member of our group decided to strike out on their own, heading home early to

550 towards Athens, Ohio. The scenery was spectacular. And before we knew it, we had reached Ohio State Road 356! We began looking for a good photo op. With our four 356s in a row, we snapped a few quick shots and were back on our way.

With the challenging driving behind us, we headed north and

and by luck of the draw, they entered the freeway right in the middle of our group. The Dunhams radioed us and said they were having some car trouble and were going to pull over. Brad and I called ahead and said were we going to stop to see if we could help. The Burtons also stopped in their yellow Boxster. The rest of the gang continued on, confident



get a jump on the day. The rest of us were back on the curvy country roads.

We headed west on Ohio route

thought that our adventure was ending. But little did we know that it was about to begin! North of Columbus Ted and Lanita rejoined the group. They had left us earlier

that Ted would be back on the road in no time.

With the sun beginning to set, we realized that the Dunham's 911

wasn't going anywhere. It refused to start. We had a brief history of Porsche models sitting by the side of the road: a 356, 911 and a Boxster! On a Sunday evening we didn't have many options. A passing state trooper stopped to help. He was kind enough to call a flat bed for us, but now what were we going to do from here? We all know the Boxster is a two seater. The 356 supposedly has four seats, but has anyone actually had four adults in a 356? I can now vouch for the fact that Brad has done so. Here's how it worked out: Ted and Dave jump in the Boxster. Lanita climbs in the back of the 356 and she had to sit sideways in the seats! (Did any of you know that Lanita was a contortionist?!) Brad has dibs on the driver's seat. Diane climbed in next and sat on a towel between the front two seats and on half of the passenger's seat. Her legs had to straddled the gear shift to make it even remotely comfortable. I climbed in last and sat on the other half of the passenger's seat and on the longitudinal. Let me remind you that we were just north of Columbus at this point. It was a long four hours home. But in a strange way it was also pretty fun checking the gauges by flashlight, listening to Dave and Ted crack jokes about our overfilled car over the radio. What a trip! There are not many groups of people who would hang together through something like this. It's great to know that you can count on our group to support one another when the chips are down. Dave and Ted stayed close behind all the way back to Brad's garage in Ypsilanti.

Our fall tour was filled with great fun and an unexpected adventure at the end and I can't wait to do it all over again next year. Ok, maybe I don't want to have to share my seat on the way home, but... 





This old master has actually long since passed beyond the foreman stage although his men still refer to him affectionately as "master Kahnau". Willi Kahnau who moved from simple mechanic to foreman, chief foreman and department head now runs the assembly division where 640 skilled workers and 51 other employees daily turn out that which customers around the world await so eagerly: the Porsche. The job description for this old pro whom many have never seen without his legendary cigar, covers 24 points.

They aren't 24 irrelevancies either as clearly demonstrated by point 17 which states very simply: Responsible for the quality of the product.

Master Kahnau with his cigar, unmistakable East Prussian accent and rough voice which modulates from fatherly concern to engaged emphasis is the man who has seen to it for many years that Porsches roll out the factory doors in necessary quantities with maximum quality. In contrast to Linge, for instance, didn't expand out in the wide world but grew entirely inside the gates of Porschestraße 42.

Not that this was preordained since Kahnau was born, as his accent clearly indicates, in far-off East Prussia, on 17 July 1919 in Palmnicken, to be precise. Palmnicken, located roughly 30 miles west of Königsberg was known for amber mines but young Kahnau wasn't attracted by semiprecious stones. He passed the machinists apprenticeship at Preussag and was enthused by technology on land and in the air. Through the DLV he trained as a shop manager for sailplanes and almost simultaneously became the proud owner of a driver's license at 18. The difficult choice between car and plane was eased: Kahnau felt more at home in a car than in the air. During the war - he was involved from the first - he soon found a job to fit his inclinations. He landed with the motor vehicle technical department of the air corps, receiving valuable special training, and in 1942 becoming "patron-foreman" put in charge of the unit motor pool. These war years took Kahnau to many places so it was easy for him to later pitch his tents permanently on Porschestraße. Before that we have him in the air force and when German hopes declined Kahnau found himself in 1945 in Swabian Illingen, strange land to him, where he decided to defend the Reich and met his later wife Nelly. Marriage had to wait because the final years of the war found Kahnau in the Otztal Alps from which he was transported to France as a prisoner of war.

Above Right: Great Moments in Kahnau's long career. Here the master, fourth from the left, helps celebrate the 10,000th Porsche.

Below Right: Nor could Kahnau (light shop coat) miss the 50,000th car.

THE OLD MASTER:

WILLI

KAHNAU

FROM CHRISTOPHORUS





There they noticed that this East Prussian knew something about automobiles and pretty soon he had the same job as before the POW in France was put in charge of another motor pool.

Even this phase passed and in 1948 Willi Kahnau was again permitted to cross the Rhine. East Prussia was out of reach so his path led directly to Illingen and Nelly whom he married the following year. Kahnau found a job in a workshop in Ludwigsburg and passed his masters' test in auto mechanics on the side.

With the special wartime training and masters papers in his pocket this job in a little shop didn't suit him. The industry offered more challenge. Although the nearest car factory had only just been created and was still tiny it was called Porsche and that name had a good image to the young master. After all, he had dealt long enough with those army bucket cars based on the VW. Thus Kahnau applied for a job in 1950 and since there was no position for a master started as plain mechanic in Zuffenhausen on 16 October. The small firm assigned him to final assembly which also handled customer service. Kahnau's boss was a very young foreman named... Herbert Linge.

The tiny factory grew quickly, repairs were separated from assembly and when Herbert Linge left on his service expedition to America in 1952 Kahnau moved up to foreman of the repair department. Their only child, a son, was born the same year. The repair department which also watched over Porsche privateers in races and rallies experienced its first triumphal era in those years.

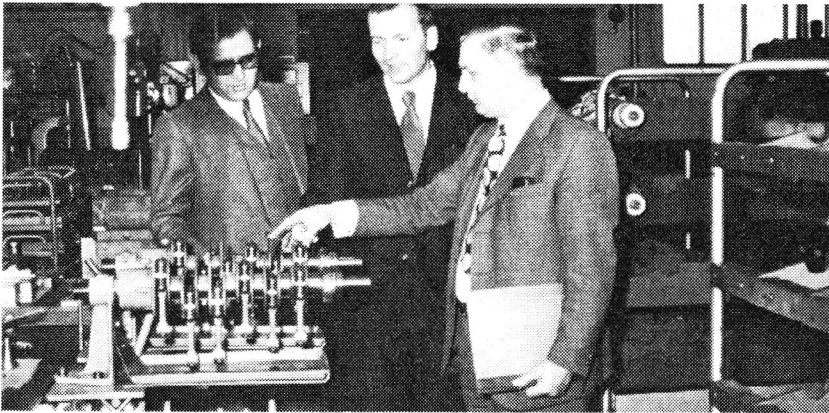
Among Kahnau's customers were successful sportsmen like Engel, Sauerwein, Polensky, Nathan und those familiar names. He enjoyed the work and thus was hesitant when the call to production came in 1954. The need for greater output was causing problems. Kahnau agreed when Dr. Porsche gave him the chance to take home a different car every day from the production run, performing the final quality checks in person. The master had found his lifetime assignment -production of Porsches from handwork to assembly line methods. He buried his teeth in this challenge which became both profession and hobby. "My hobby? To build cars and drive them to see if they are built right." In 1955 he was made responsible for assembly as the first senior foreman in the firm and since then has battled unceasingly for both quantity and quality in production.

Top to bottom:
Stirling Moss (left) and Edgar Barth (middle) receive their 904 presentation from Kahnau.

Representatives of the Yugoslavian embassy visit engine production

25 years of service: the Porsche champagne was as self understood as the notorious cigar

Patron and Master: Ferry Porsche and Willi Kahnau



He was so devoted to this that wife Nelly had to take over when they built the house in Illingen. Today she says with a smile, "he didn't even find time to check the building's progress five times."

Master Kahnau continued to improve himself to stay on top of his tasks. He attended courses, seminars and lectures, attaining the title of motor vehicle engineer. But he realized that the problems of a small series couldn't be solved by books, not even by examining the assembly lines of other builders. Conditions are different at roughly 50 cars per day. "This takes initiative. You have to find your own methods with a lot of imagination." Kahnau developed a rhythm system of assembly which aims at the best compromise between reduced handwork and production lines and has been steadily refined.

The 356 was gradually replaced by the 911 and production begun on the side for a small race series of the 904 and Carrera 6. A limited Formula Vee run was assembled and in between these were runs of aviation, industrial and boat engines with the 914/6 to come then. Production is always busy. With his cigar and paternal-authoritarian style (which has gradually become more flexible without losing efficiency) Kahnau mastered the challenge, supported by able co-workers. He couldn't be shaken. He stuck to the motto which insists there are no basic problems - at best, only difficulties. These only come with changes in the program when the unforeseen demands a special effort. Kahnau says, "no matter what comes up new, you always have to deal with the same components - the deadlines don't match, changes come too late, functions aren't complete and parts aren't available."



Above left:
Talking shop with
onetime boss and
later colleague
Herbert Linge



Below left: At
home with wife
Nelly and son
Bernd.

Such challenges became the hobby of master Kahnau alongside the conflicting tasks of harmonizing quantity and quality. As for the standard of the product; "quality control is important and fine but it only makes sense when the quality is there to control. That comes from work, not control."

This summer (1976), his 26th at Porsche, Willi Kahnau was overtaken by something new - the man who couldn't recall an illness, who never complained of overwork (after all he was pursuing a passionate hobby not working under stress) suffered a mild heart attack and had to leave production for a hospital for a while. The event bothered him badly but he has now begun to mend and really only suffers from the prescribed rest. His house and garden became the new hobbies - but Kahnau hopes not for long. New tasks, the kind he enjoys most, await him back at the plant.

Willi Kahnau is particularly happy that his work at Porsche has been recognized repeatedly, giving him the chance to fulfill professional goals. He would like to give the same chance to every hard worker in his department and makes advanced training of his men a special concern. He needn't worry about his son's training. Kahnau junior studies automotive engineering, in the sixth semester, to follow in his father's footsteps. However, the son's sporting ambitions present new problems since he has been racing actively for a year and has already collected a good dozen cups.

During my Illingen visit the old master insisted it was only a question of time before he would again be working and puffing his cigar at full steam. That is the day they will very likely paraphrase Wilhelm Busch at Porschestrasse 42 "he's smoking again, thank the Lord."



Right: The way
everybody knows
him. Master
Kahnau strides
through the
factory yard,
preceded by his
cigar

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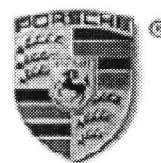
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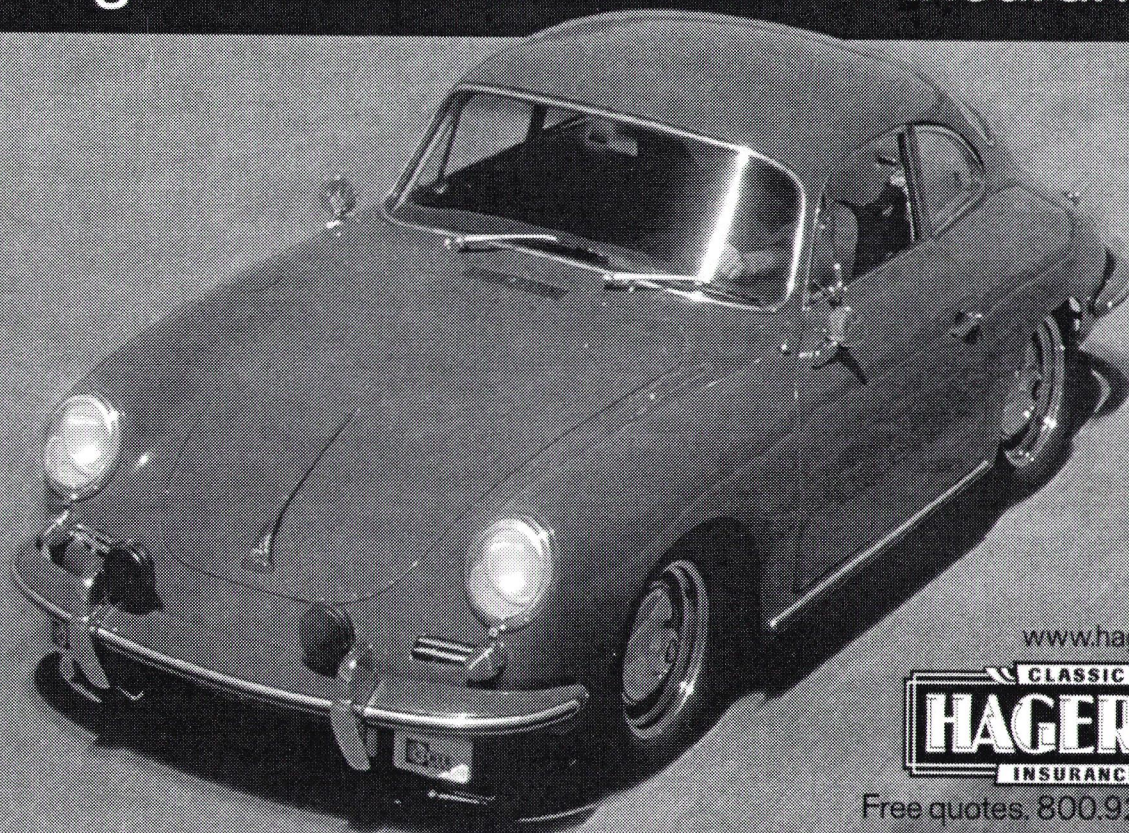


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