

Auspuff 2007 Roar

February/March

www.356mcg.com

PRESIDENT'S LETTER

Michael Heilmann

History in the Making

As I entered the 2007 North American International Auto Show, I knew that the apocalypse had been averted. I stood at the Porsche stand and looked over my shoulder as Cardinal Maida looked over Porsche's latest finery.

I believe the intense light brightened for a moment as he smiled approvingly and walked on. I then perused the latest offerings from the twenty distinct Porsche models (Toyota has about forty in the US). And the thousands of Porsche exclusive options available on the various cars. I think it might be a bit of an adman's hyperbole to extol that "This 2008 new Cayenne is a ground breaking Porsche". The brochure aptly states the question, "How did all of this evolve from Professor Porsches' radically simple approach to building a sports car?" How Indeed.

I asked a Former Porsche 917 engineer which current Porsche is his

favorite, "Zees Kars? Zey are lease cars". Heritage and History is once again kicked to the curb at the Porsche display in Detroit. The 550 A of a couple of years ago is a forgotten memory. The Black 356 C at the LA Auto show is a distant photographic image. Former Porsche CEO Fred Schwab

once remarked, "Sir, we build new ones now!"

Ladies and Gentlemen you are the real custodians of the heritage that gave way to the current model line's "astonishing breadth and depth". I am not here to suggest that anything is awry in Zuffenhausen. The most profitable car company in the world must be doing something right. Yet there is an inherent appeal in the utter simplicity and engineering of the Porsche 356. The sound of the 1600 flat four is so entertaining that the first modification I made to my own car was to remove the Blaupunkt radio in the dash. No power steering. No Power brakes. No ESP. No rain sensing wipers. It is however an elegant solution to moving from curve A to curve B. I believe it is the purity of that design that compels the universal admiration of the 356. The fact that one can see the engine without a huge plastic cover is only a bonus feature.

"Ladies and Gentlemen you are the real custodians of the heritage that gave way to the current model line's 'astonishing breadth and depth'"

We all live complex lives wired to our e-mails and affixed to our PDAs. We log frequent flyer miles, driving merely adequate rental cars at distant airports. It is a respite from that regimen to jump in the slightly concave seat, crank the starter, spinning the camshaft to the magic point of ignition and a raucous sound six feet behind our heads engages our senses. That is the untold story of the latest Porsche brochure.

The 2007 Holiday is less than five months away and registrations are pouring in. Heath is putting together his gorgeous green sunroof C. Vic Rivera is trying to pry his Speedster out of a garage in Ohio and Doc Block is shaking down his "new" old cab on cold Sunday mornings. All of this effort by the respective custodians of history is an effort to unveil their steeds to the admiring East Coast Holiday crowd at Boyne Highlands. Don't get left behind staring at out of focus prints from CVS. Instead bear witness to that which brings us together to the Stuart Tool Breakfast Club, to the distant muddy fields of swap meets and staring at the CRT monitor for 356 e-bay bids. Join the faithful for a week of great memories. I have seen the exquisite shield Dan Christie executed for the event and I cannot help feel

the excitement. This my friends transcends the newest, latest and greatest of any new auto show. Send in your registration today. You won't regret being there, you can only regret not being there. Ian Macleod once said that History is too serious to be left to Historians. Come make some of your own History at the 2007 ECH.

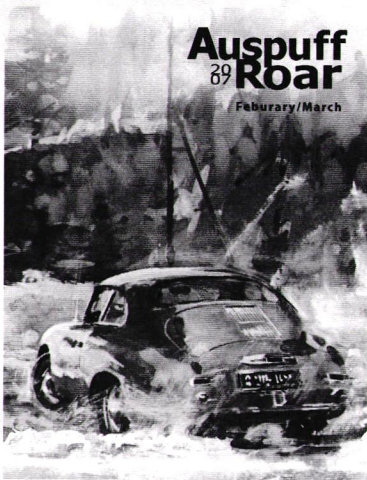
MIKE HEILMANN

On The Cover

Artwork forwarded by Dan Christie:

Painting by Walter Gotschke.

In 1951 journalist Richard von Frankenberg and photographer Julius Weitmann took the first 1300cc 356 built and "unofficially" raced it against the famed Munich-Rome Express. They beat the Train to Rome By seven hours.



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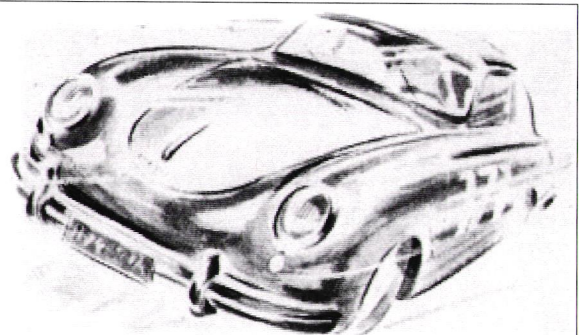
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EDITOR'S LETTER



DICK BEECHER

Here we are into another year which I'm sure will go very fast as we all anticipate our 2007 East Coast Holiday. About two years ago we started the process of planning for the event. At the time it seemed like a long way off but now the planning team is starting to feel the pressure and probably we all think

we could use a little more time. However our leader David Peterson works tirelessly to keep everything on track toward the goal of putting the best Holiday ever. We are fortunate to have David at the helm.

The timing of the last issue of The Auspuff did not allow me the opportunity to write some thoughts that I had after our Christmas party. A few years ago Barbara and Vic Skirmants presented a "Helping Hand" award to Jack Chamberlin for his kindness and help to Tom Youk during his illness. Since that time the award was presented to others and I regret that my poor memory will not recall all the names. Barbara advised that the award would not necessarily be an annual thing however, may be given as circumstances indicate one would be in order. The Helping Hand Award is a nice thank you.

The result of the Christmas Party auction, over \$4000, is an example of the generosity of many of our members and how a big thank you might be in order. The thoughts of "thank you" caused me to reflect on our overall Motor Cities Gruppe membership and how a lot of "Thanks" might be in order. Certainly a big thanks to Vic and Barbara Skirmants for the outstanding support they provide to our club. Barbara looks all year for items to bring for the auction. They also were the first to step up to sponsor an event at the East Coast Holiday. Barbara's efforts on the planning committee has resulted in much sponsor support. I think Barbara and Vic certainly deserve the Helping Hand award however they probably don't need another trophy so join me in giving them a "Thank You" when you see them.

Speaking of the auction, we should thank our generous bidders, Phil, Dave and Dave whose competitive spirit made the auction a great success. Dan Christies donation of the one-off, Holiday logo art work got the bidding off to a great start Many members donated and bid on a lot of great items in the Auction. Thanks to Sue and Dennis Denyer, Barbara and Dick McLaughlin for arranging and decorating for the Christmas party. Another regular financial contributor that many are not aware of is Richard King, president of the Ohio Tub Club. Richard, an avid 356 collector, restorer and 356 Enter-

prise customer has, over the past years, made generous donations to the Gruppe. Thanks Richard for your support. All year our club benefits from the contributions of our members. Sebastian Gaeta has been the editor and now the publisher of the Auspuff Roar for over twelve years. We can always rely on Sebastian, often with the help of Bill Rohrer, to plan and put on a great spring or fall driving tour. Lanita and Ted Dunham have handled the Auspuff distribution for many years. Contributors of articles and pictures, Dave Burton, John McConnell and the Gobba's to mention a few as well as others make our publication possible. Although we don't have a lot of advertisers Stuart Tool, Stoddard's, Munk's, Bill Demeter and Mike Heilmann are regulars and I hope we all give them some business when possible. What would we do on a Saturday morning without going to Neil's. Neil Goldberg has been the host of the unofficial "Breakfast Club" for many years. The coffee pot is always on with Dennis Denyer supplying the bagels. The Stuart Tool conference room is used for Gruppe and ECH planning meetings many mornings. Neil always has a project going usually to help some one out or lend his expertise to solve a problem. Ted Dunham's artistry is often utilized to help with some really difficult issues or fabricate an unobtainable part. The benefit of course to Neil is that he is able to soak up the "wisdom" that comes from the row of chairs adjacent to his work area.

So you see we have many helping hands and that makes our club successful. I'm sure I have forgotten some hard worker in these thanks and I apologize.

You have a golden opportunity next summer to lend your hands to help put on the best Holiday ever.

In this issue Dave Burton makes us aware that all 356's are not put away for the winter as he reports of an early winter vintage racing event at Sebring, Florida. I'm hoping that my Florida winter trip schedule will allow me to join the Gruppe racers there in March.

See you in the spring, keep those cards and letters[articles] coming.



*Dust it off...
Fire it up...
Hit the road!*

April 14, 2007 9:00 am to 3:00 pm

356 CLINIC: How to prep your Porsche for a "summer of love"

It's almost time to dust off our cars, charge the battery (or reinstall it), pour in a few gallons of fresh gas and fire it up.

If it is that easy, hallelujah! But the newest car in the club is over 40 years old. They sit around a lot. Parts of them get a little crusty and cantankerous (as do some owners). A common phrase I hear is: "But I just flushed the brakes"...five years ago! As our cars and we grow older, we tend to remember things as if they happened just yesterday.

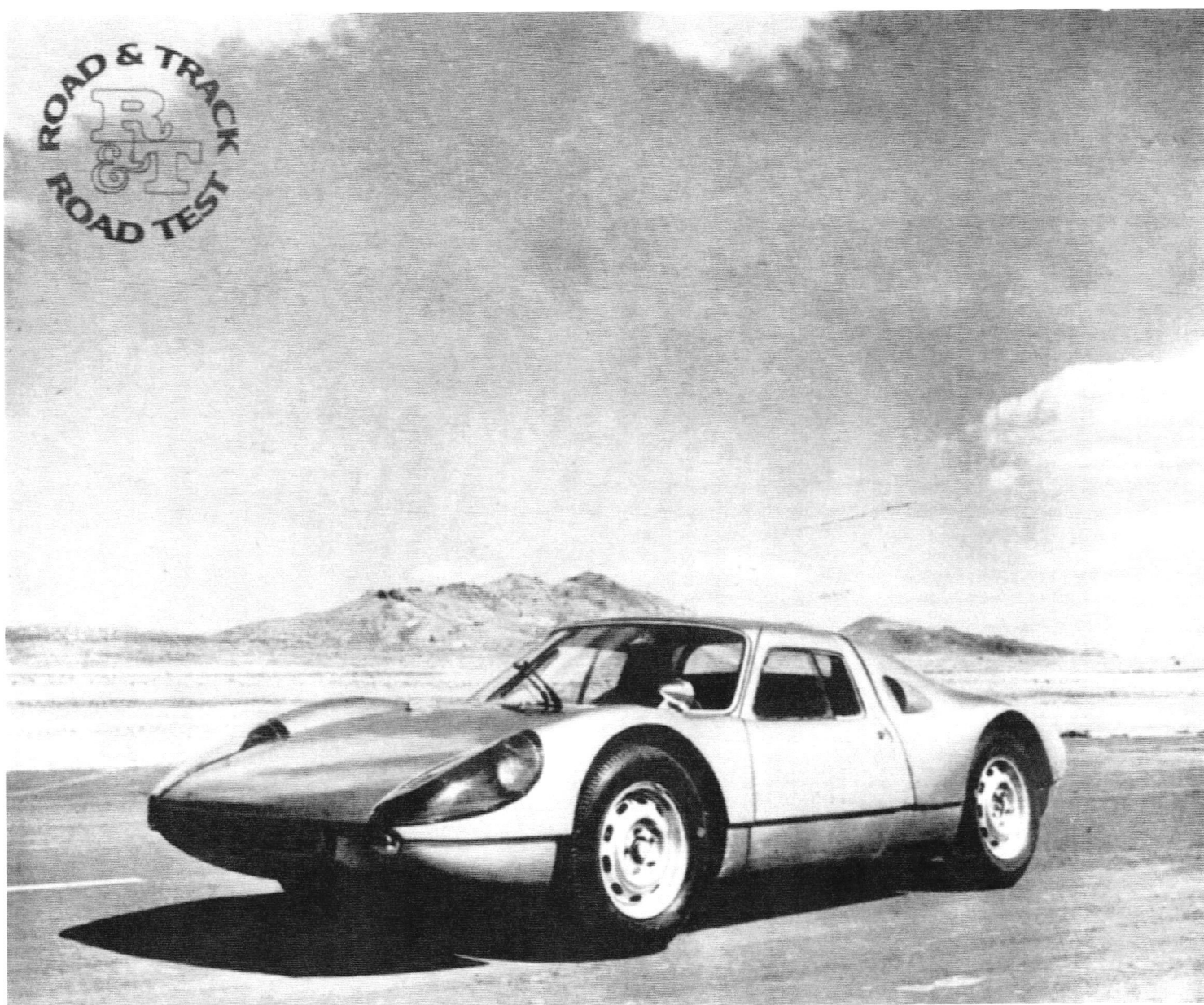
Ted Dunham and Chris Braden, vintage Porsche mechanics will teach you the "ins and outs" of your 356 in a way that you will find refreshing and informative. We select cars for this clinic that seem most needy. If your car is selected, it will be thoroughly inspected for the service and maintenance needs that are often overlooked by the most fastidious fanatics. Secrets will be revealed by the masters of this craft. This will be a chance to join other club members, play with our toys together and have some fun.

If you would like to come, or, if you want your car considered as a candidate for this "hands on" event, Email or call Cathy at Munk's to reserve a spot. We currently have space for at least twelve cars and 50 people. Join us. If you can, drive it in. If you can't, reduced rate flat bed towing can be arranged.

Contact **service@munks.com**, or for the electronically challenged, **248-681-8081**

Munk's is located on M-59 (Huron Street) Between Telegraph Road & Elizabeth Lake Road

This clinic is presented for your enjoyment by Ted Dunham, Chris Braden and your club.



PORSCHE 904

Porsche continues to offer the private owner an outstanding value in the competition field

PHOTOS BY GORDON CHITTENDEN

WHEN THE MODEL 550 Porsche appeared in American road racing in the mid-Fifties, it brought a new dimension to the sport in this country. Prior to its becoming available to private owners, campaigning a 1500-cc sports/racing car was almost certain to lead to frustrations and anxieties. In those days there weren't many 1.5-liter racing cars that could be called "factory built" and even these few tended to be frightfully expensive, yet still had only the spottiest factory support for the private owner. Not only was there no assurance that a completely different model would not obsolete yours at any moment but there was also a good chance you couldn't obtain the proper replacement parts to keep it running anyway. As a result, the most success-

ful 1500-cc cars were locally produced specials that coupled a tuned production car engine with a lightweight chassis and body.

The Porsche 550 changed all that with the introduction of a 110-bhp, dohc 1498-cc engine at the Paris Show in the autumn of 1953 which heralded the revolution. Within a year, the MG Specials were virtually out of contention and, with a few notable exceptions, the Porsche 550 and its derivatives completely dominated the under-2-liter sports/racing class right up until the arrival of the twin-cam 1600 Lotus 23-B in 1963.

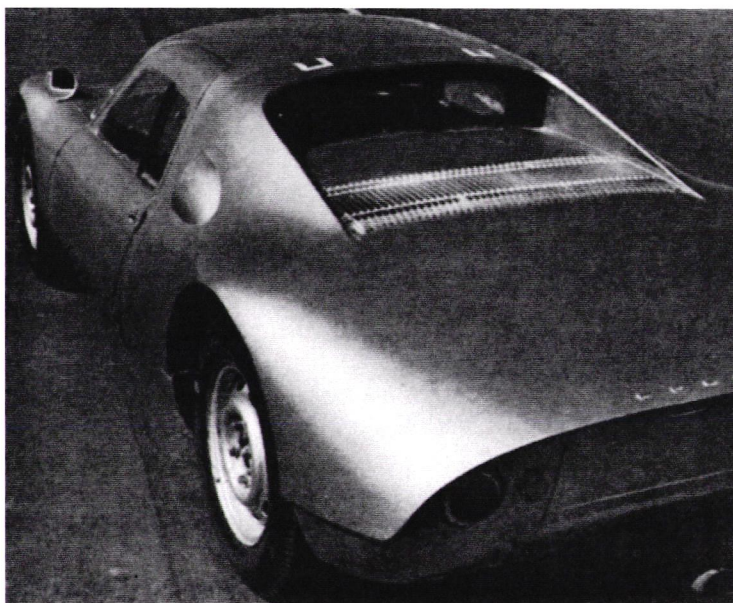
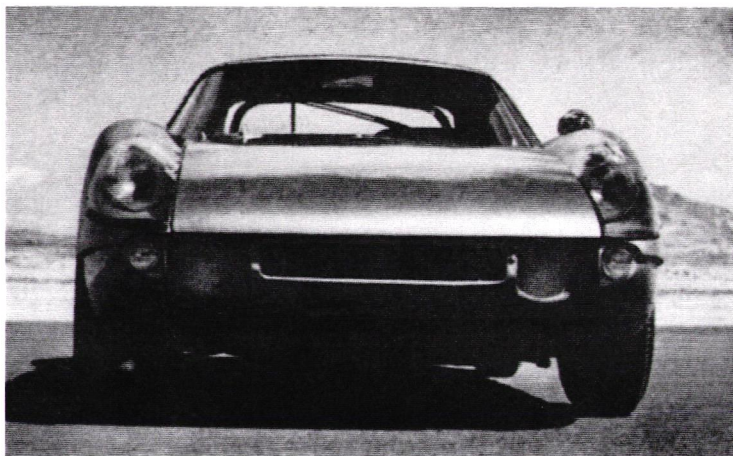
In fact, the Porsche 550 became a sort of Everyman's Racing Car, the first Everyman's Racing Car in American racing. For a minimal amount of money, less than \$8000 (which Everyracingman considers cheap), it was possible to purchase a soundly engineered, thoroughly developed and responsibly supported racing car. You could buy one, race it with a good chance of success, depending on your own driving skill, be assured that a new model wasn't going to make yours old-fashioned next week, and you could get the spare parts you needed. The 550 even brought a word into popular use in American racing—Spyder. Ah yes, Spyder. What a nice foreign sound it made in the mouth, Spyder with a "y."

But things have changed since 1954. In those years, the emphasis was all on sports/racing cars and nobody cared whether five, 50 or

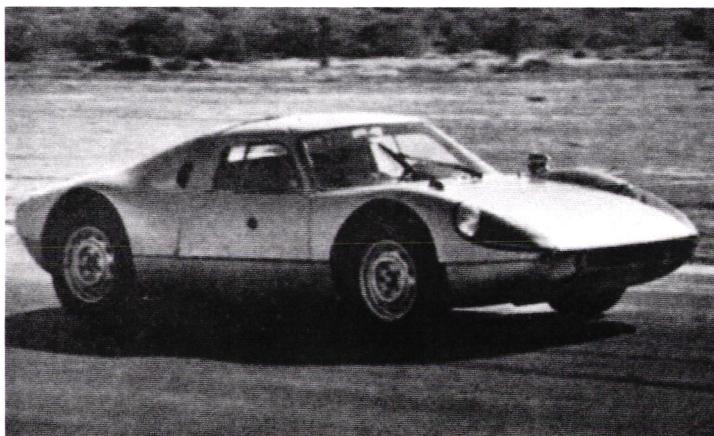
500 examples had been built. Grand Touring cars, in those years; were still cars that were grand for touring. Not for racing. Now, however, the biggest emphasis in international racing is on Grand Touring cars, as defined by the *Federation Internationale de l'Automobile*. This, coupled with the Sports Car Club of America's consistent program aimed at getting U.S. racing onto more or less the same basis as the rest of the world, has also brought an emphasis on GT racing in this country.

All this background has comparatively little to do with our test car, the Porsche 904, except that it is important to somewhat understand the position Porsche has held in past U.S. road racing and what may be expected in the future. Our test car is the Porsche Carrera GTS Type 904, to give it its properly cumbrous German title. It is, technically, a Grand Touring car meeting all the FIA's requirements right down to the 110-liter fuel tank, baggage space to accommodate a box 65 x 40 x 20 cm and outfitted right down to the last ridiculous letter of the silly regulations. So what's a "Grand Touring" car? It isn't easy to define. By the FIA's definition, it is a vehicle that fulfills the myriad requirements of Appendix J, Group 3, of the International Sporting Code, and is described as vehicles "built in small series for customers who are looking for better performance and/or a maximum comfort and are not particularly concerned about economy." It is also important to remember that there is nothing in the rules that says anything about a GT car having to be primarily intended for normal use, for business or pleasure, or "*utilisation normale pour la promenade et les affaires*," as it says in the Sporting Code. There is a host of requirements and among them one requiring that at least 100 identical examples must have been built . . . except . . . well, not quite . . . but let's not get into *that*.

Finally, when you come right down to it, the definition of a Grand Touring car, speaking in the FIA's meaning, is that the car is either a production sports type car or a racing car that meets the dimensional requirements and can be sold in sufficient quantities to meet the production requirement. The Porsche 904 meets the second of these conditions—a racing car to be built in sufficient numbers to qualify as a GT car. So the position the car has in international racing is that of the leading contender in the 2-liter category of the FIA's Constructors Championships. In this country, the 904 will be eligible for the Manufacturers Division in the SCCA's U.S. Road Racing Championships. In SCCA club racing, the 904 will run as a modified sports car inasmuch as it has not been approved for production category racing. In appearance the Porsche 904 is purposeful. It is low (41.5 in.), built on a short wheelbase (90.55 in.) and has a long nose that gives it more front overhang than most full-size American sedans. This long snout is functional on the 904, sloping gently upward for good air penetration and allowing room underneath for essentials such as a 29-gal. fuel tank, oil radiator, battery and spare tire. The rear of the car is chopped off sharply in the utilitarian modern manner.



The passenger compartment of the 904 is completely furnished, as required by the FIA regulations. There is a full set of instruments as befits a machine of this performance, molded seats with foam padding and the steering wheel is adjustable. The car is not easy to get into or out of, special ingress-egress techniques being required, and once inside, the space is minimal for anyone taller than average. Applying our "Driver Comfort Rating" standards, the results are 80-60-45, which indicates that the 904 would be reasonably comfortable for the average or smaller driver, just barely possible for the 6-footer and almost hopeless for a driver who was 6-3 or taller. The passenger is



PORSCHE 904 AT A GLANCE...

Price, FOB Stuttgart.....	\$7425
Engine.....	Flat 4, dohc, 1988 cc, 198 hp
Curb weight, lb (no fuel).....	1350
Top speed, mph.....	150
Acceleration, 0-60 mph, sec.....	6.4
Passing test, 50-70 mph, sec.....	2.5
Overall fuel consumption, mpg.....	n.a.

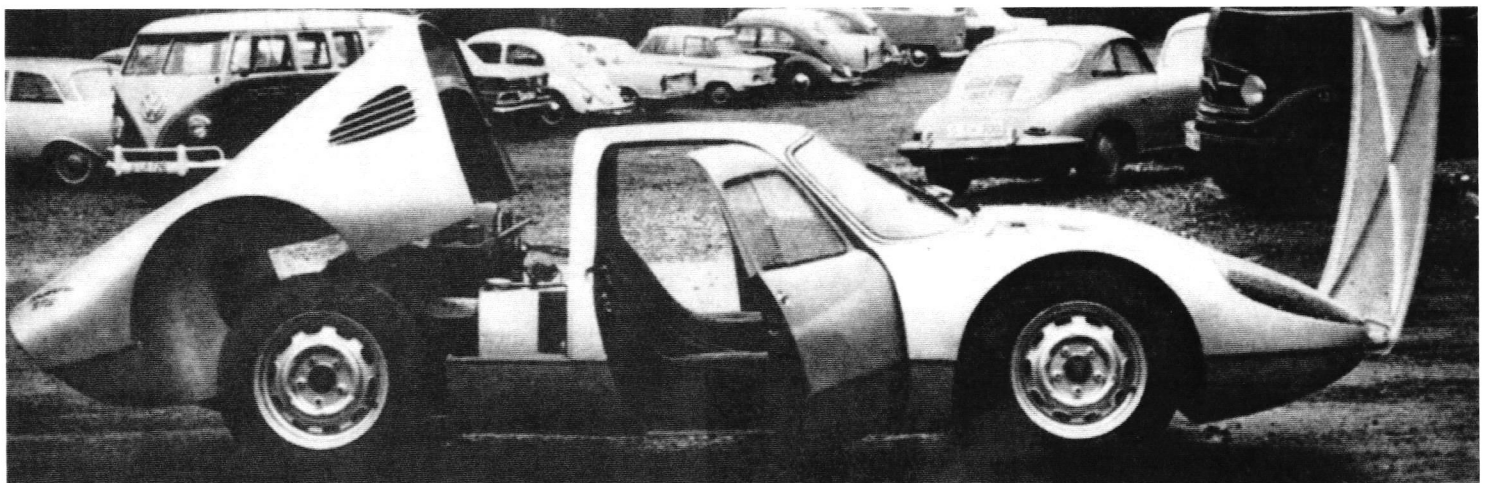
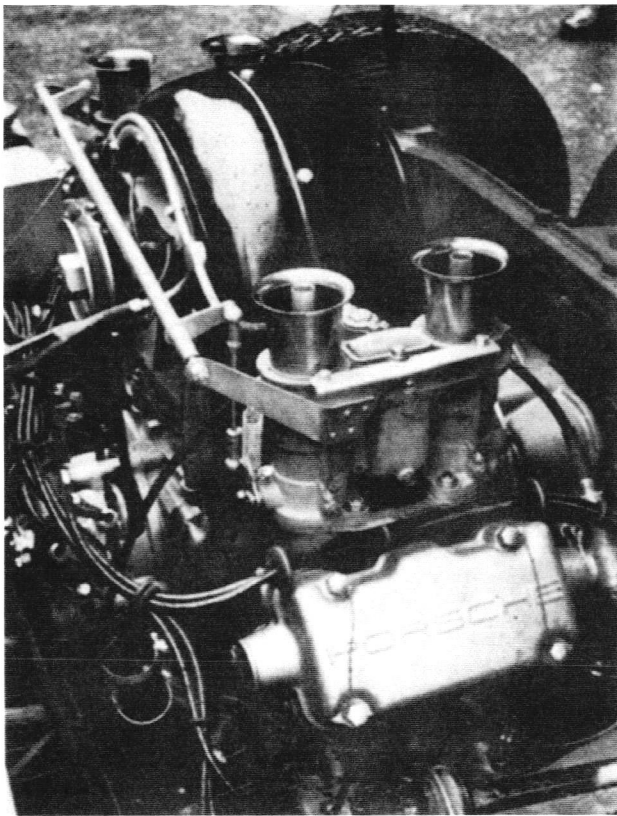
PORSCHE 904

even more cramped than the driver as he has even less leg room and must also make way for the driver's operation of the shift lever. The rear of the car houses the engine and gearbox. This rear hood moves on eccentric joints that swing it back and up to permit temporary access to the engine. For more serious engine work, the rear bodywork comes off as a unit. In the top of the rear of the tail is the required luggage space and access to this is gained through a hinged drop door on the outside. The chassis of the 904 has fabricated metal boxes along each side

that form deep side rails that are tied together with boxed cross members. The side rails are bowed outward to give a wedge fit to the occupants' hip bones. The body is fiberglass, a departure for Porsche, and is permanently bonded to the chassis.

The gearbox is a 5-speed all-synchro Porsche product and, in common with most competition gearboxes, is not exactly the sort of thing you'd want to fight down to the supermarket and back. First gear, over to the far left and back, is the off-the-line gear and the remaining four, set in a conventional 4-speed pattern, are the ones that get the job done. First gear is difficult to engage, or was in our test car, but the other four seemed readily located and engaged.

The engine of the 904, which is located ahead of the rear axle, is the full 2-liter (1966 cc) version of the dohc Carrera and gives a



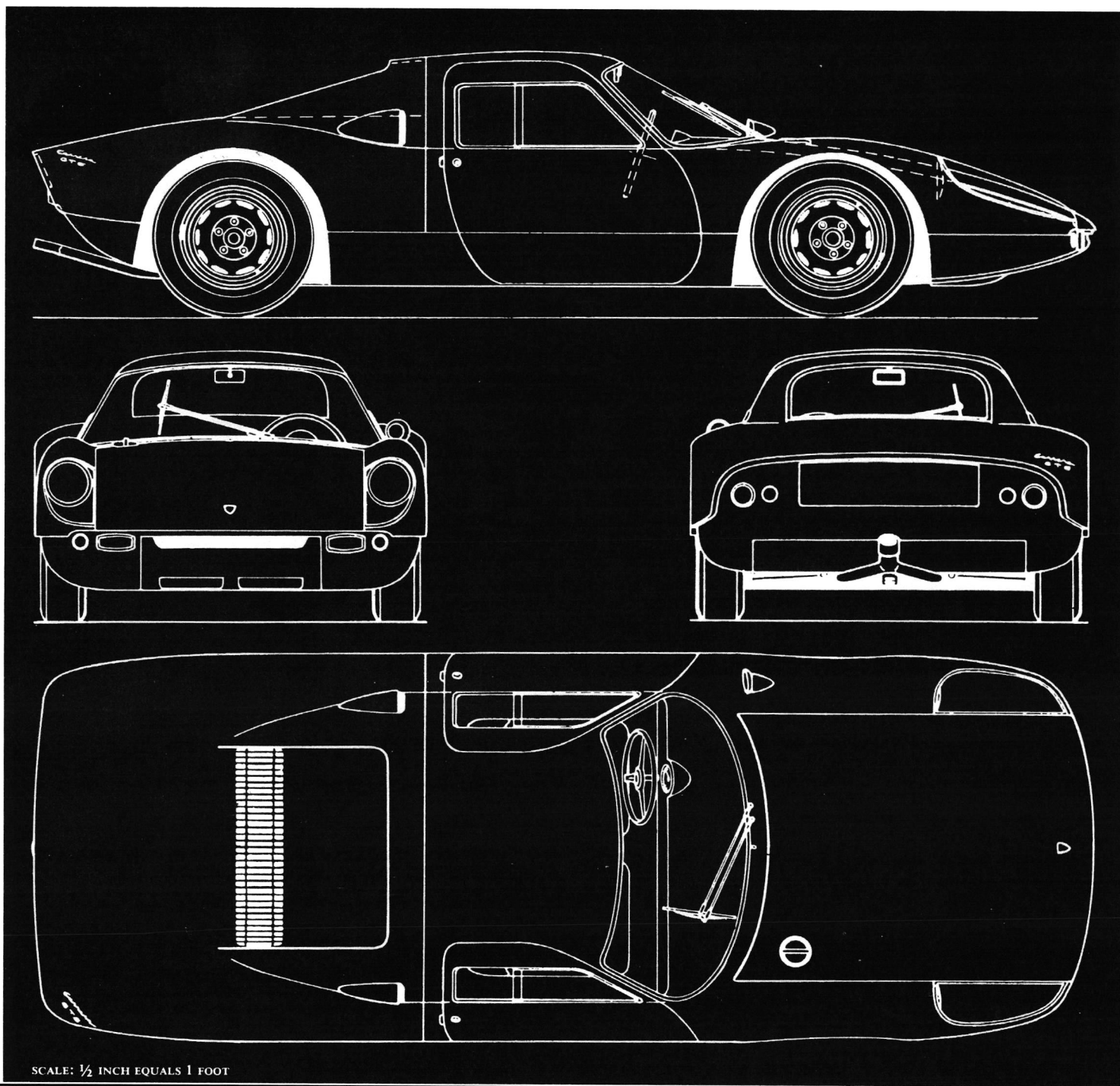
robust 198 horsepower (SAE) at 7000 rpm. The previous version of the Carrera gave just over 180 hp at 6400 and the power increase comes from changes in valve timing with a different camshaft grind, from an improved exhaust system and from better cooling resulting from deeper finning around the engine. The torque of the engine comes on sharply at about 3500 rpm and stays on strong until 6500, a useful range. A 175-hp engine is also offered but it seems unlikely that many takers will be found for this de-tuned version.

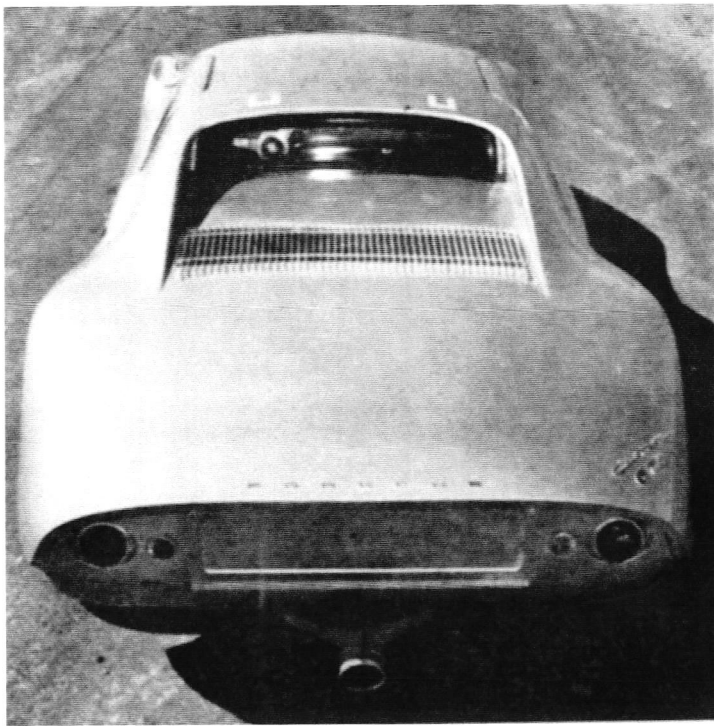
The suspension of the 904 is also a departure for Porsche sports cars as it has conventional double A-arms at the front and reversed A-arms at the rear with trailing links. It looks almost un-Porsche, what with no trailing links at the front and no swing-axle at the rear, but it is an adaptation of the suspension on the 8-cyl Porsche F-1 car and works very well.

The brakes are Porsche-ATE discs at both front and rear, the same as

on the 356-C, with a small internal drum inside the rear hub to act as a parking brake.

Our test car was one of the two Porsche 904s owned by Otto Zipper, a Porsche-VW-Ferrari dealer in Beverly Hills, Calif. This particular car was the one driven by Richie Ginther and Ronnie Bucknum at Sebring where they led the 2-liter class until the front suspension collapsed about half way through the race. It was painted in Porsche racing silver with the upholstery and interior trim in a restful blue. On the day we obtained our performance figures the engines in both cars were being broken in for a race the following weekend, tire sizes and pressures were being experimented with and the car was still equipped with the gear ratios selected for Sebring—which were hardly ideal for the short 2.6-mi Riverside circuit where we were testing. With the Sebring gears, which gave an overall final drive ratio of 3.936, at Sebring the car was pulling 6800 rpm, which owner Zipper



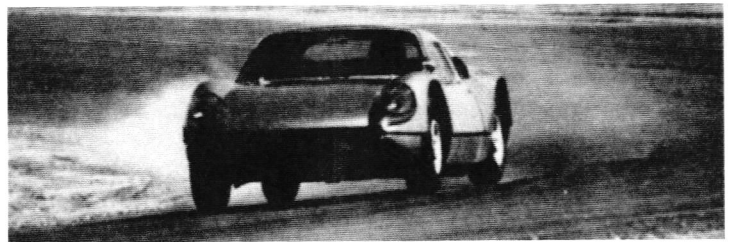


calculated to be 152 mph.

As in all respectable racing cars, the gear ratio selection is almost infinite and the four standard sets of ratios for the 904 offer a final drive as low as 3.362, or as high as 4.605. The acceleration figures we obtained (see data panel) were done with two people plus test equipment and about 18 gal. of fuel in the car, and the 904 took us through the standing quarter in 14.5-sec. This is respectable enough, goodness knows, but it is really not pertinent to discuss standing quarters for such a car as the 904 or any other road racing car. It isn't wottle-she-do in the quarter, it's wottle-she-do after she gets there and it's time to turn, stop, or maneuver.

In discussing the performance of the 904, we must consider that it is strictly a competition car, though not an all-out racing car. If it were a true dual-purpose sports car, the performance would be little short of sensational. As a car qualified for FIA Grand Touring car racing, its performance is excellent and certainly adequate to successfully defend the 2-liter section of the international constructors championship for GT cars Porsche has held since it was originated. Compared to an all-out sports/racing car, which it admittedly is not, the 904 is well off the pace. Demonstrating these statements most graphically is the performance of the 904 at a recent U.S. Road Racing Championship meet at Riverside, Calif. In practice before the races, all the competitors, both sports cars and GTs, were timed in practice laps to determine their grid positions. The fastest lap by a Porsche 904 was 1:40.4 for the 2.6-mi circuit. Compared with the other cars entered in the 2-liter GT class, the 904 was 4 sec faster than the fastest 1600 Porsche Carrera, 7 sec quicker than the speediest pushrod Porsche 1600-S, and almost 9 sec faster than the strongest MGB on the West Coast.

Thrown in with the 2-liter modified sports



cars, however, the tiger's stripes are changed. Compared with the 904's fast time of 1:40.4, a Lotus 23 with a 2-liter Climax engine turned a 1:36.8, Lotus 23-Bs with 1600 twin-cam Ford engines lapped at 1:37.7, an Elva-Porsche went 1:38.6, a Merlyn-Porsche 1:38.8 and a garden variety 1700-cc Porsche RS-60 1:40.0 flat. The performance of the 904s in the race itself confirmed the stories told by the practice times. In the GT car event, two 904s ran 3-4 overall behind two AC Cobras and finished over a lap ahead of the first non-904, a well-driven Porsche 1600-S. One of the same 904s also ran in the sports car race and ran eighth in class until sheer reliability began to tell and it finished fourth in class behind two Lotus 23s and a Porsche RSK.

Scout Patrick, a highly respected young driver who drove our test car (and finished third overall in the GT race in the same machine), likes the handling of the 904 very much. Compared with other competition Porsches he has driven he finds it comfortable, enjoyable to drive and a comparatively easy car in which to go quickly.

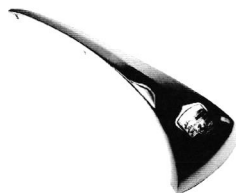
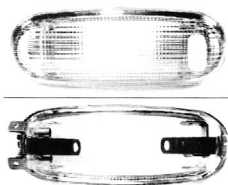
Considering all sides of the problems faced by the American owner of such a car as the Porsche 904, it is not easy to assess its ultimate place in the scheme of things. The price is certainly right, \$7245 at the factory, as this means the private owner in the U.S. can obtain a first class racing car and basic spares for something under \$9000, dirt cheap for a first-class competition car. On the other hand, the 904 buyer should not expect to win the 2-liter class in events that permit the entry of 2-liter sports/racing cars. But for racing in the U.S. RRC series, or any other 2-liter race under the FIA's Appendix J for GT cars, the buyer can be assured of some of the same virtues as the original purchasers of the Porsche 550 and its derivatives—a first-class car that is soundly engineered, properly developed and responsibly supported. And more than this the buyer of a competition car cannot reasonably expect.



MOTOR CITIES GRUPPE 2006 CALENDAR

March 10	LA Literature, Toy & Memorabilia SwapMeet	August 5	Meadowbrook Concours Car Show
April 7	Board Meeting	August 12	Skirmants Annual Club Picnic
April 14	356 Tech @ Munks <i>"Dust if Off – Fire it up & Hit the Road"</i>	August 12	Board Meeting (before picnic)
April 28	31 st Annual Hershey Swap Meet	August 13-18	Woodward Dream Cruise Week
		August 16	Dream Cruise Evening Gathering @ the Petersons
May 6	Spring Drive & Tour (Bill & Sebastian)	September 7-9	Watkins Glen
June 2	Board Meeting	September 16	Drive your Porsche Day (Dr. Porsche's B'Day on September 18th)
June 9	356 Tech @ Munks <i>"The Devil is in the Details (detailing tech session)"</i>		National Drive your Porsche Day is Sunday September 16th
June 8, 9	Stoddards Toy/Literature & Swap Meet	September TBD	Fall Color Tour (Tom Hudson & Dave Preston)
June 23, 24	Bay Harbor Concours Show	October 6	Board Meeting (plan for 2008 election)
June 26 – July 1st	2007 East Coats Holiday – Boyne Highlands	November 1-4	Rennsport Reunion III – Daytona Beach
June 30 – July 1st	Mid Ohio	December 1	Board Meeting
		December 9	Christmas Party – Canterbury Village
July 1-5	Porsche PCNA Parade – San Diego		

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Featured Parts and Accessories

February is Sale Month - take 10% off your order

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\$42.19

Hood Handle - 356 B, C
644-559-021-05
\$164.00

Sigla Windshield
644-541-101-40
\$440.00

Porsche Shop Towels - 10 pack
NLA-721-915-00
\$20.75

Rear Window - 356 A, B Coupe
1956-1961
644-545-101-00
\$464.60

Rear Window - 356 B, C Coupe
1962-1965
644-545-101-06
\$464.66

Lugnut Socket
T52-508-300
\$29.40

Jack - Fits all 356
644-722-010-00
\$212.97

Please visit our website for more parts and boutique specials.
FEBRUARY IS SALE MONTH - take 10% off your order. Some restrictions may apply.

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PORSCHE

Over many years I have been a fan of sports car racing. I have never raced. I know my limitations. However just being around the action and with the type of cars involved was always fun for me. I started attending sports car races in the early 60's. There were great cars that raced. Jaguars, Corvettes, Cobras, MG's and even an occasional Porsche. At the races I did not always sit in one place and watch every race but often spent much time walking around the parking areas looking at the cars. I also walked or drove around the perimeter of the various tracks and watched from different vantage points. Seldom did I sit in bleacher areas as the park like settings that most sport car tracks provided were more pleasant... Current vintage racing provides us with an opportunity to sort of reminisce and bring back those good times. Now, I realize that not everyone is a racing fan however vintage racing provides us with many other opportunities to enjoy our cars. There are a few racing venues that are not a great distance and are interesting locations with nice drives and much to do and see even if you are not an avid race fan.

Many Gruppe members have what is now a tradition of an annual visit to Watkins Glen. New York for the Fall Vintage Festival, which, I have covered in a recent Auspuff article. It is not the best drive if you follow the route we usually do on the main roads through Canada and is about a nine-hour drive. But when you arrive in the area of the Glen there are great roads and much to do and see. Wineries, antique stores and exceptional scenery. The event has a full day of car events in town with other car club activities planned around the Festival. In my opinion there is lots to do however the track grounds are not particularly attractive and the track food is marginal at best.

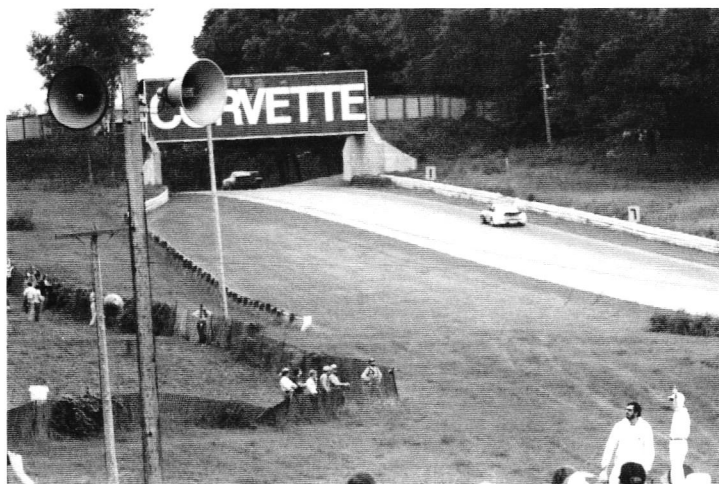
The Mid Ohio race course is a short four hour drive from the Detroit area. You can take interstates and toll roads or get off shortly after you get in Ohio and take some nice country roads through some small towns to the track near Mansfield and Lexington Ohio. Mid Ohio is located in a rural setting with many park like settings to view the races. The track has paved roads around the track to get to various viewing locations.. Many areas have good shade trees where you can relax in a comfortable chair and enjoy the action. There is usually a featured "Marque" for the weekend with car clubs showing up in great numbers to represent them. A concours and touring sessions for all cars is always available. I can't report on the availability of antique stores or interesting shops in the area however there are a number of picturesque small towns that I'm certain a dedicated shopper

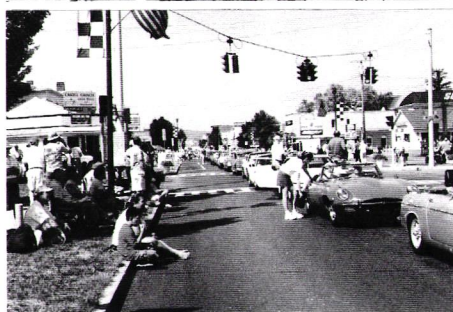
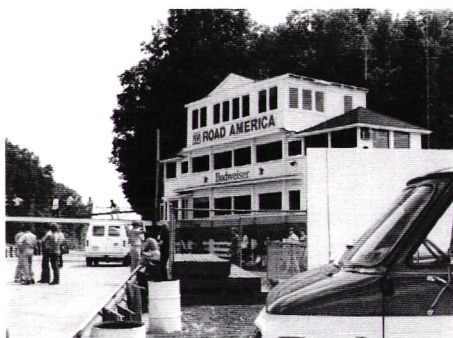
Vintage racing-it's not just about the racing.

By Dick Beecher

could discover. The track food, like Watkins Glen is not great however there are some good restaurants like The Roadhouse in the area. The old favorite "Buck's" in Lexington was a race weekend hangout however burned down and was not rebuilt. Mid Ohio lacks the "town" activities like Watkins Glen. My personal favorite track is Road America in Elkhart Lake Wisconsin. Road America is about sixty miles north of Milwaukee located in the Kettle Moraine area of Wisconsin. Like Watkins Glen the races started in the forties with a course through the town of Elkhart Lake and surrounding countryside. Later a four mile course was developed in a rolling hills area about two miles south of the town. The town had been a resort area in the late twenties with a couple of quaint resort hotels on the lake. The railroad brought vacationers up from Chicago and Milwaukee. The Hotels, Seibkens and Schwartz's, now The Victoria Village, are still operating. When Diane has joined me on trips to Elkhart Lake she always wants to visit the lobby of Seibken's which has so much chintz, ruffles and antique furniture it takes you back in time. Seibken's is still the place to be on race weekends with non-stop party action. There are still Buick Turbo racing stickers behind the bar that I placed during the IMSA race weekends. Seibkens is not the place to stay if you plan to sleep before 1AM.

Getting to Road America can be good and bad. The good is a nice traffic free drive through the Upper Peninsula past Green Bay and over to Elkhart which takes about eleven hours. It is a beautiful drive along Lake Michigan and through the UP forests. Another good way is to drive to Ludington and take the Badger car ferry to Manitowac which is only about forty five minutes from Road America. It takes about 3 to 4 hours to get to Ludington and the ferry ride is about six hours. The ferry leaves around seven AM so you may have to stay in Ludington the evening before. Ludington is a Victorian town with lots of B&Bs, motels and good restaurants so that's not so bad. There is a new faster ferry that goes to Milwaukee however I don't have knowledge of





Top: Road America Timing Tower in the 70's, now gone.

Above: Watkins Glen Vintage Festival Downtown scene.

Top Right: Seibkins Inn Elkhart Lake, 1970's

Bottom Right: Gary Emory Outlaw at Road America

that service. The bad is the drive through Chicago which usually takes me over nine unpleasant hours. It only takes Dave Burton about eight hours for this same trip pulling a race car trailer.

When you get to the area there are great roads through the rolling farmlands with many small towns. The town of Cederberg about an hour away is all antique stores and gift shops for the shoppers. You cannot buy a bad meal in Wisconsin.

All the restaurants are busy every night on race weekends. One spot in the tiny town of St. Anna, Schwartz's, requires you to order your meal when you arrive and they call you when it is ready in usually one hour or so.

You then can wait in the bar or parking lot enjoying a cold brew or a really great Brandy Manhattan. The locals are some of the most friendly, fun loving people you can find, as you will get into conversations as you wait. Believe me this food is worth the wait. Speaking of food, Road America has the best food of any track, any where. There are many concessions all around the track operated by various local organizations, churches, American Legion, Knights of Columbus, etc. serving The best bratwurst in the world as well as sweet corn roasted over charcoal and dipped in pots of melted butter. These concessions have a large selection of ice- cold beverages to go with your meal. The Road American facility is

Opposite Left: Up the hill at turn 5 at Road America, 1970's

Opposite Right: Siebkens Inn, Elkhart Lake, 1970's

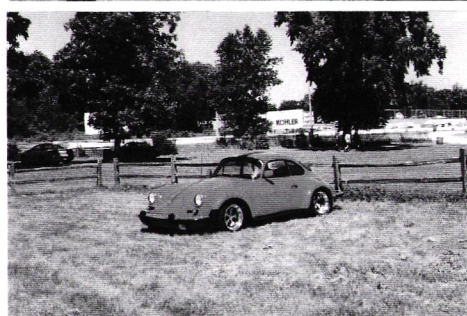
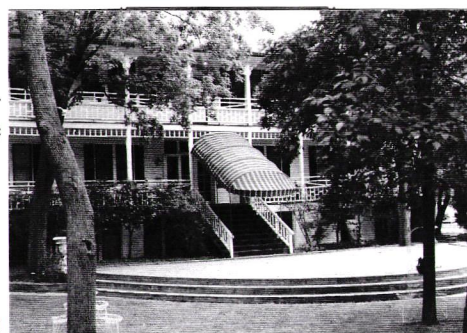
Right: Watkins Glenn Vintage Festival Concours scene. Brad Richard's coupe, Beecher's cab and McLaughlin's coupe

a four and a half mile track in the rolling hills of the Kettle Moraine forest. There are paved roads all around the track with numerous viewing locations. On Friday night the race -cars are escorted into town for an evening concours.

Saturday evening is for street -cars. The show is located on the town streets around Seibken's hotel. Both nights there is a party in the courtyard behind the Hotel and in the bar, which goes on until about 1 AM.

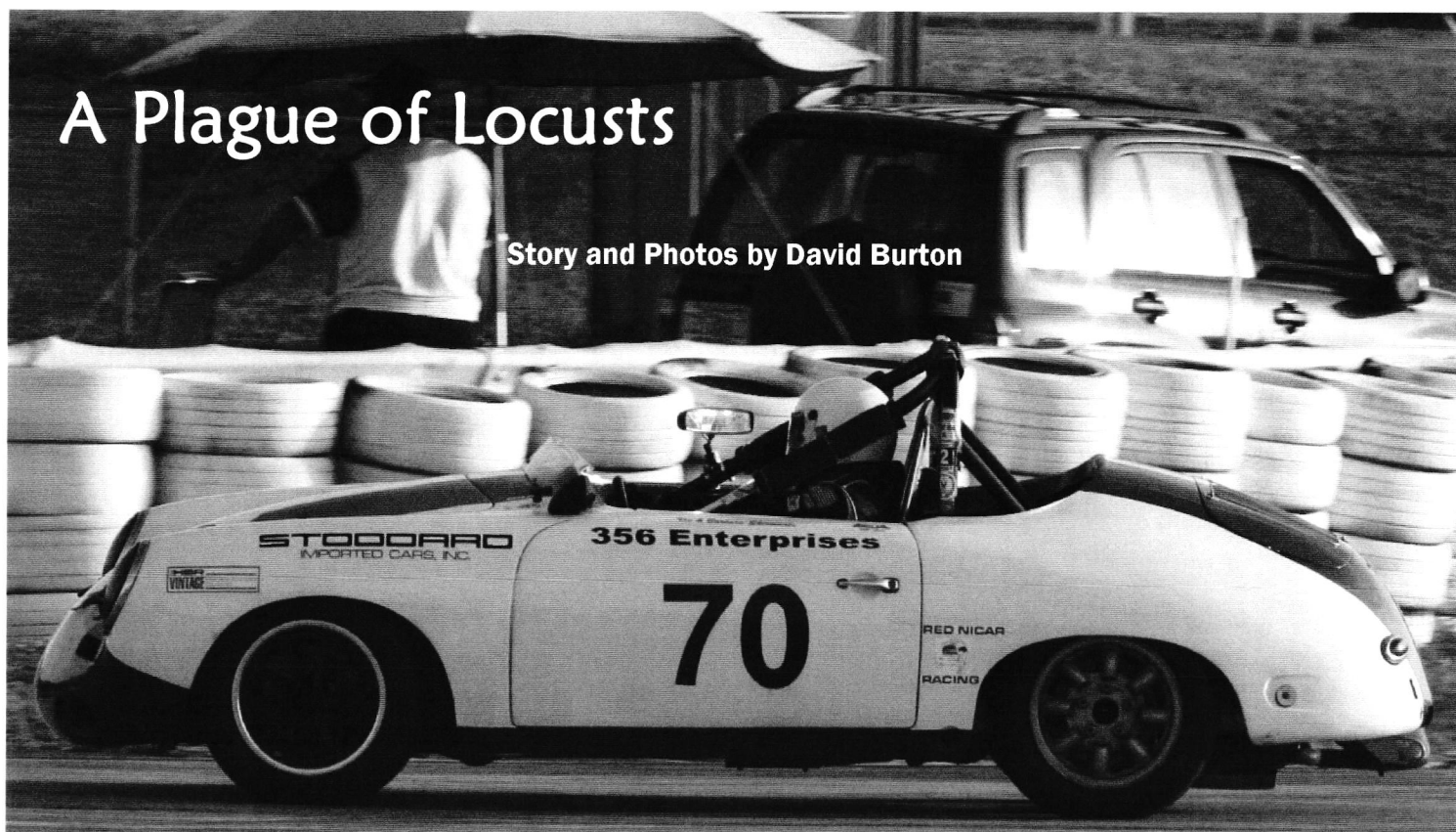
As far as car watching, there is a split rail fenced area know as Porsche Park located on the straightaway before turn one. There is a Corvette Corral and The BMW Bivouac with special parking areas for other makes as well. The parking areas around the track and in the town are full of interesting cars. As you drive around the area fellow enthusiasts flash their lights.

It may not be just about watching a race but the trip there in your car, exploring the countryside, having a great meal with good friends, checking out interesting cars or maybe entering a concours or rally. Be sure and allow time for your spouse to check out an antique shop or look at a car for sale along the road. Take your time and enjoy it all. You may even get hooked on Vintage racing.



A Plague of Locusts

Story and Photos by David Burton



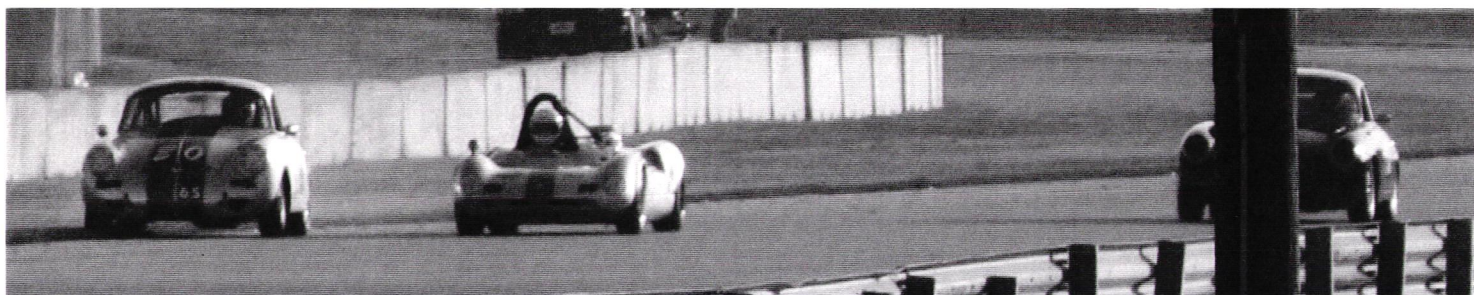
The Sebring Historic Fall Classic brought the gang back to central Florida for the last race weekend of the season. The schedule showed that we'd be co-driving one car during two of the three enduros for five combined hours. So with nine hours of track time scheduled, Phil and I decided to share a car to save expenses. Vic was meeting Leonard Turnbull at Sebring and they would co-drive # 70 in the four-hour race. Dean Watts and Pat Costin were arriving from Nevada to rent # 56, the black coupe, for the weekend. Bill and Anita Stephens flew in from England along with Mike Smith to round out the crew and more Brits kept appearing until we had a full contingent. On top of all this, Burt Levy was due to drive a stint with Phil and I in the long race on Sunday.

Thursday was practice and we all took our turns re-learning the track and bedding brake pads and tires. Friday saw a short course of official practice and qualifying in the morning followed by the Klub Sport and Night Race. Normally, we have

two or three qualifying sessions to post our best times and then we're gridded by fastest time for the qualifying race that then determines the grid by finishing position. This event had only the one qualifying session and Vic was caught out when he broke a rocker arm early on, ruining his run and posting him well down the grid for the entire weekend.

Phil and I split the races with him taking the Klub Sport on Friday afternoon and me running the Feature on Saturday afternoon. In between, we would split the one-hour enduro at 8:00 Saturday morning with Phil starting the race and me taking the checker. Before that however, I was scheduled to run the Night Enduro starting at 5:00 Friday evening. The night races mix a wide spectrum of cars and start at sundown, run through dusk and finish in total darkness. I'm accustomed to the springtime version that has a much larger entry list and splits the field into two separate races to better control closing rates. This fall race found me racing with 996 GT3's (What!?! They've been out of





production for six or eight months—that qualifies them for vintage status doesn't it?) among the big block Corvettes, Camaros, and Mustangs plus the usual 911's of every displacement, 914-6's, etc.

The race started late at 5:10 and was to run 45 minutes with no stops. The field took the green flag and chaos led for a while. Mid-pack, I arrived at the Hairpin (turn 7) to find cars off-track left and right as six tried to fit through a space for two. Traffic got no better as we went around and the double-yellow came out on the second lap as a 914 burst an oil pipe and caught fire in turn 1. The field closed up and followed the pace car for a few laps as they cleared the track and removed the car. As I came around Sunset Bend (turn 17) I spotted the pace car in pit lane so I matted the throttle along with the cars ahead and raced away from the rest of those waiting to see the green flag (which is barely visible in the failing light).

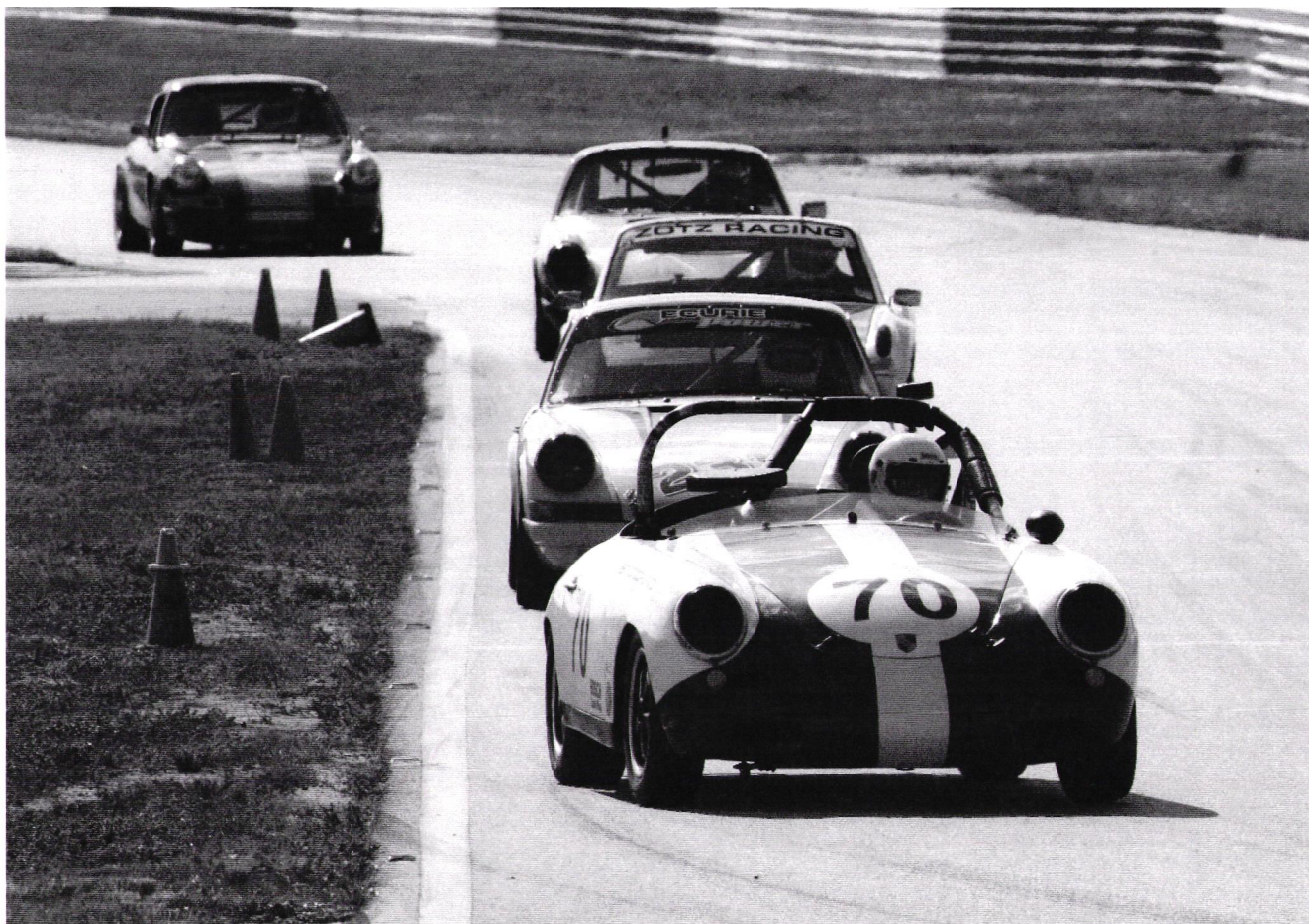
Rounding turn 1 and looking through 2 and into turn 3, I see mayhem unfold. Cars are hitting the tire barriers everywhere and as I haul # 20 down from fourth gear I know why. Someone has oiled the track. I reel the car in and slip-slide my way through the carnage that is turn 3 and find that turns 4, 5 and 6 are no bet-

ter. As I make my way under the bridge and onto the long, arcing straight leading back to the Hairpin, I can't even keep the car off the grass and on the pavement. By turn 7 I'm telling myself that this is nuts, I should park the car and save it for the rest of the races. By turn 10, the double-yellow is back out

and we start forming up again. I think, OK, I can follow the pace car for a lap or two at low speed and see if there's a dry way through the oiled track.

We parade around for a few laps and I've never seen so many emergency trucks on track but they're doing a heck of a job cleaning up the mess, the oil and the wrecks. As we get to the back sections of the circuit, it's beginning to rain in turn 16. Just what we need—rain on top of oil and all viewed through our wet, bug and oil splattered windshields. But the rain stops as quickly as it starts and as we round Sunset Bend again the pace car ducks down pit lane and we race off into the darkness.

Finally, the race settles down into a rhythm and we complete a few laps without a yellow flag. The rain reappears and disappears just to keep us on our game and I start reeling in cars and passing them. With my light bar and its two pairs of large high-powered lamps, # 20 looks bigger and newer than it is. As I closed in on a big block C3 Corvette, he pulls aside and lets me by—probably cursing as he realizes what just passed him. Regardless, I pull steadily away and set my sights on the next car. Periodically, a 996 GT3 looms in the mirrors (easy to spot with the Litronic headlights) and flashes past. Later, a racket ensues



and I realize it's me—the exhaust system has cracked or broken and it's LOUD. All the top-end power goes away but the gauges are good so I soldier on—this is endurance racing after all. The C3 Corvette reels me in and passes me back—must have made his night.

Time passes and I begin to wonder how much of the race (45 minutes, remember?) is behind us so I hit the backlight on my dash stopwatch and see that it's 5:54 so I should be getting the last lap white flag next time by the starter. Nope. The laps unreel and the rain comes back and the cars go 'round and 'round. Now it's 6:08 and I'm wondering if the organizers have changed their minds and the last car with gas will be declared the winner. Finally, the white flag! Next lap will be the checker. Nope—it takes two laps before the flagman has the courage of his convictions and throws the checker.

What a race. Tim Baker (another of the 356 brethren but driving a two-liter 911 this weekend) and I agree, this was the most fouled-up race we'd ever driven and the only thing missing was the title of this piece. Ol' # 20 finished second in class to Tom Trabue and Roy Sanders in Tommy's FIA 911. Not bad, all things considered, and it's still intact except for the exhaust system. It seems that cylinder 3's pipe is gone to the collector but no permanent engine damage has occurred and Vic has a spare aboard. Bill and Mike tackle it first thing in the morning and # 20 makes the grid for the 8:00 am one-hour enduro with Phil at the wheel.

Saturday morning's race is textbook with Phil starting and making the hand-off to me with a flawless pit-stop. I take the checker and now it's on to the afternoon Feature. This is a rerun of the spring Sebring Feature Race with all the same players, Vic, Paul Swanson and I on the Group 2 podium. This time however, Group 3 cars surround us as well since the two groups were combined early in the registration process by HSR. This means lots of traffic but doesn't deter Vic and Paul from dicing wheel to wheel through it all. They're well matched and Vic can't force an error on Paul's part so his qualifying position behind Swanson can't be overcome.

Finally! The race we've all come for, the four-hour Sunday enduro. Vic is teamed with Leonard, Dean with Pat, and Phil with Burt and me. Phil makes an excellent start, gaining about nine

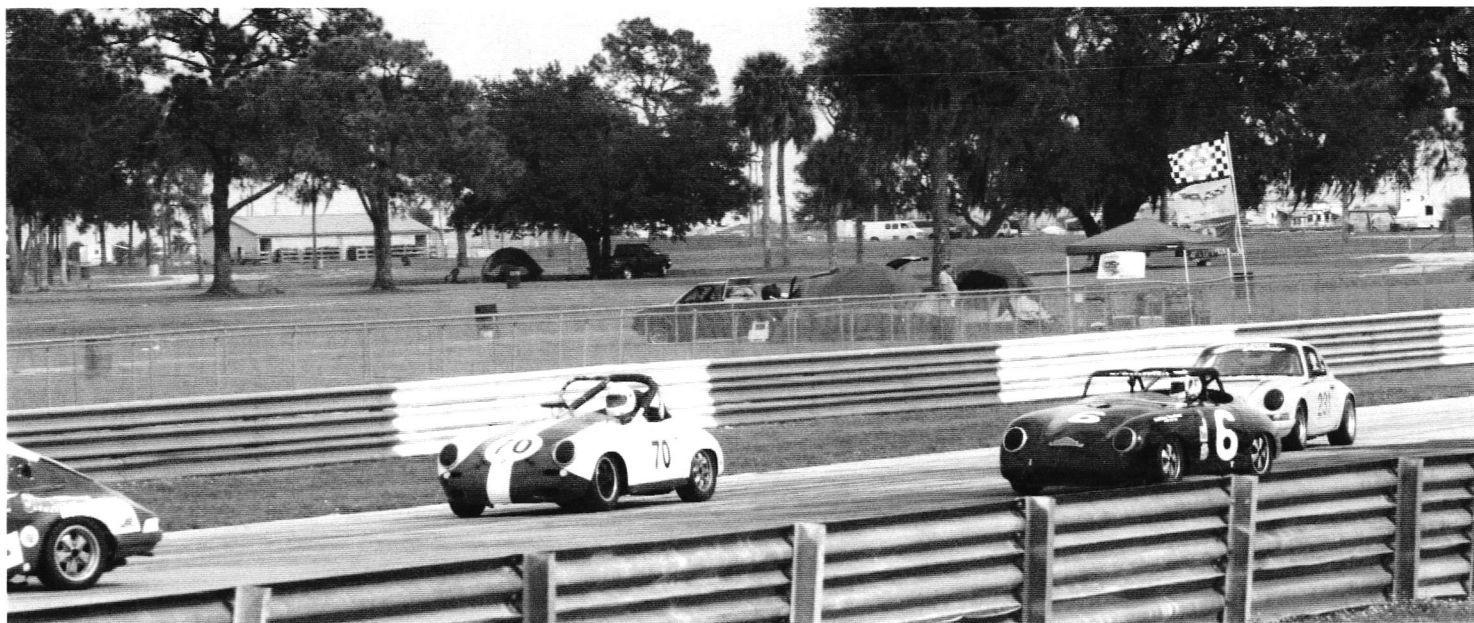
places before Turn One. Dean started behind Phil and after the traffic thins out, he starts to gain. Phil is having none of it and their lap times drop in lockstep. Each time Dean presses, Phil responds and I watch as the times drop, a second a lap, lap after lap.

Another flawless pit-stop and I'm now in the car. Even in December, it's warm and we're cognizant of the need for hydration. To this end, I've installed a Camelbac canteen system in the car. Well, maybe the pit-stop wasn't quite flawless. As the laps and my thirst mount, I start fishing for the Camelbac tube. I laced it through my shoulder harness and across my chest when I belted in but I'm having a hard time locating it with my gloved fingers. Finally, I've got it but it seems to be snagged on something. I pull a little harder (meanwhile I'm braking, downshifting, clipping apexes, etc.) and it comes free, minus the bite valve on the end, of course. I jam the tube in my teeth and take a long pull. Ahhh. Now what to do? If I drop the tube, the entire contents of the bladder will drain out into my lap. If I throw it over my shoulder, the bag will drain to the floor of the car. Either way, I'll be out of water (and probably black-flagged as fluid drips out of the car). I continue racing with the tube firmly gripped in my teeth (and the gravity-fed bag above and behind me) and manage to drink the entire contents in a few laps. When I finished my stint, I had to pee—not at all typical.

After our second pit-stop, Burt takes over for the third stint with a full fuel tank (I don't mention the empty Camelbac) and roars off to do battle. We've got our fuel strategy mapped out with provisions for early or late pit windows so we can take advantage of any full-course yellow flag incidents to burn up the one extra pit-stop we won't need for fueling. I settle back with Phil to rest up for the last stint and watch Burt settle-in and start turning good, consistent lap times. With no full-course cautions in two and a half hours of racing so far, I'm leaning toward leaving Burt in as long as possible.

Meanwhile, Pat has brought # 56 in with front end troubles. Apparently, Dean had been clipping the apex curbs a bit aggressively and a tie rod is bent. Bill and Mike tackle the repairs, straightening the tie rod and replacing the ruined front tire.

(Continued on page 18)



Classifieds

FOR SALE: 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

FOR SALE: 1977 Ferrari 308GTB #20613
Red/Tobacco, 12,000 miles, original paint and interior. New in 2003: All belts, tensioners, fuel and water hoses, brakes, clutch disc, battery, Koni shocks and Pirelli's (original spare never on the ground). All books, tools and spares plus 5 qts of original factory paint, MG mitten cover. 3rd owner, excellent looking, running and driving car.

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

For Sale: 1971 Porsche 911T Has metal flared Turbo look fenders. RS type Duck tail spoiler. Engine runs well but needs over-haul. Body OK from distance but needs work. Interior fair. Good project car. \$6000.00 Bud Wenning 810-765-5728

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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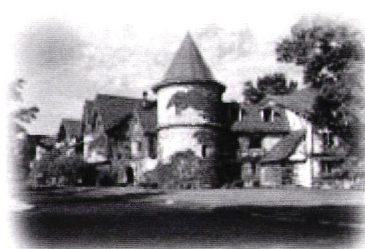
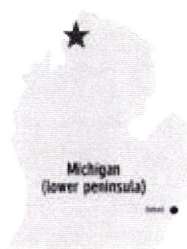
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June 26 - July 1, 2007

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- Wonderful and scenic driving roads,
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- Grab your navigator for a Gymkhana fun run



All registrants will reside at the exclusive Boyne Highlands resort hotel, with secured parking in a picturesque valley setting, with benches located round the perimeter. And unbelievable driving roads for all. Boyne Highlands is 15 minutes from fine dining and boutique shopping with a free, dedicated shuttle to/from Harbor Springs & Petoskey. The concours will be held on an expansive lawn of the Lodge. Special 356 Holiday lodging rates for those arriving early or departing later. There are gorgeous sunsets from the sandy beaches of Lake Michigan.

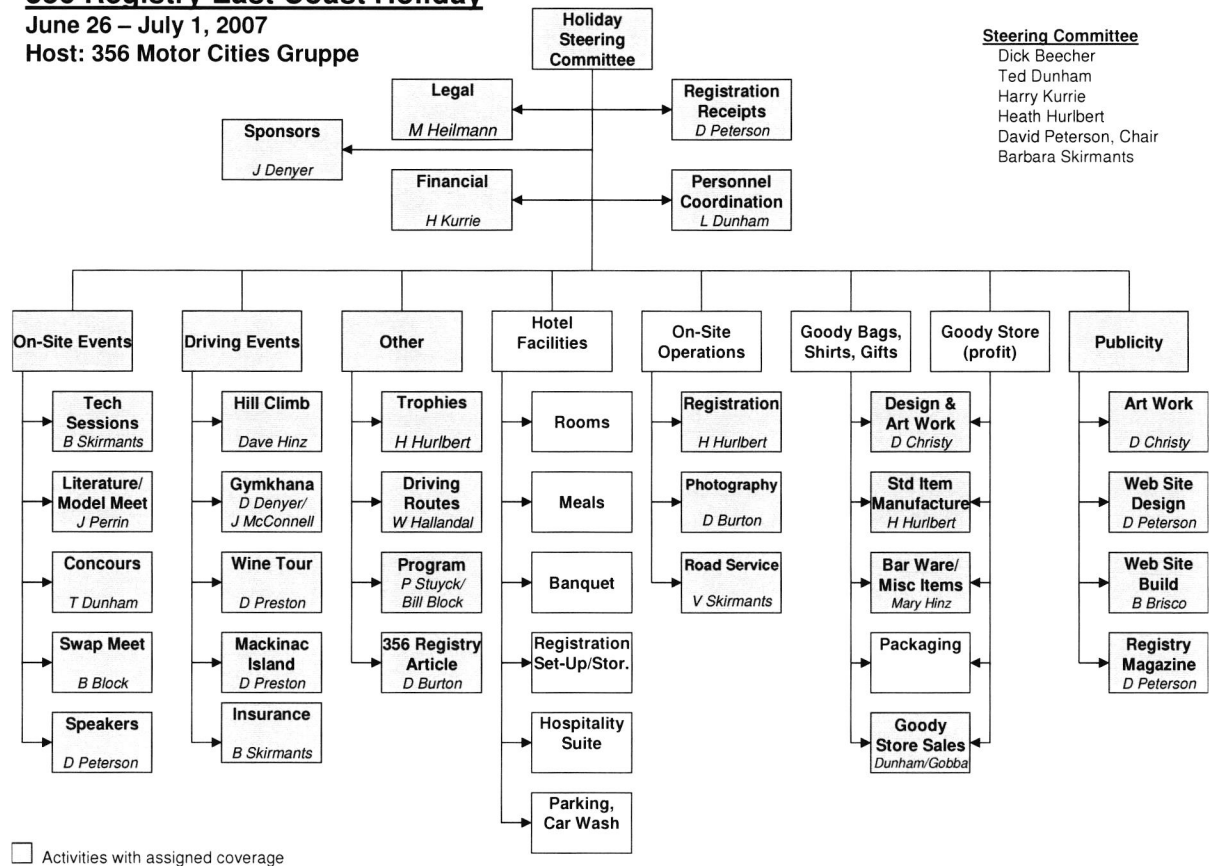


Find out more in your current issue
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356 Registry East Coast Holiday

June 26 – July 1, 2007

Host: 356 Motor Cities Gruppe



(Continued from page 16)

Back out goes Pat. Phil and I are having a nice chat and enjoying our team's good fortune and placement when I notice that Burt is late coming around. Maybe we missed him in traffic. After a suitable interval, it's clear that something has happened. Obviously not a catastrophic event as there is no full-course yellow on display, so I go off on a scooter to see if I can find him and learn if it's a problem we can fix. I find him quick enough; he's alongside the right-hand fence between Turns 1 & 2. As I arrive, the tow truck is hooking up to flat-tow him behind the wall. I catch his eye and shrug my shoulders and he shakes his head. Oh well, this race is over for us. They tow # 20 back to our paddock and Burt tells me that exiting Turn 1, the transmission made the worst gnashing sound he had ever heard and he parked it. I can smell the transmission dope and a look beneath con-

firms that we're done. (Vic later tears it down to find the pinion gear has failed in a big way, breaking deep in the gear-wheel.) The race goes on. Vic and Leonard have a bit of excitement when # 70 comes in down on power. It seems to have ingested a piece of the local scenery and one of the jets is clogged. Vic and Bill fix it on the pit wall and # 70 rejoins the fight a few laps down. The black coupe comes back in with the front tires askew and the tie rod re-bent. Pat and Dean's race is over as well. The checker flies and it's all over. Tom Trabue and Roy Sanders take first in class with Vic and Leonard second. Without the carburetor problem, # 70 would have won. After the victory lane celebrations, we all head back to our paddock to load up and unwind. As we pack up the circus, we note that even though the 2006 season has now ended, we will start 2007 right back here in Sebring less than three months hence. Happy New Year!



Remember the first year in your first Porsche!

Four months and counting!!!

As I write this on the last day in January – we find that:

- 144 Registrations for a total to date of 275 – only 9 shy of the number of people that actually attended the 2006 West Coast Holiday
- 177 have signed up for the Mackinac Island trip
- 66 people have signed up for the Hill Climb
- 47 couples have signed up for the Gymkhana
- Registrations to date have people coming from 26 different states and 4 countries other than the United States

One piece of significant news on the national scene...there will be no West Coast Holiday in 2007. What that means is that we are the only game in town. For those people wanting to attend a Holiday – particularly west of the Mississippi – they have to look to us to satisfy their Holiday needs. It also translates into two things: 1) this will certainly help in achieving our goal of having 600+ attendees and 300 356's at Boyne Highlands in June, and 2) we have work especially hard to make sure

Now for a little status report on the planning effort. First, the events.

Wine Tour and **Mackinac Island** Dave and Mary Preston are providing the leadership for these two events. Working with Bill & Shirley Hallandal and Tom & Teri Hudson, scenic, winding driving routes, maps, brochures, winery selection and sightseeing highlights are all being pulled together for these two events. Come spring, they will be negotiating with the ferry companies and the Grand Hotel for the best ticket prices, and testing the roads for timing and direction preparation.

Hill Climb Dave Hinz has been doing an extraordinary job of assembling the necessary pieces for the Hill Climb. That means determining the specific start and finish lines, designing the staging area, figuring out a holding area for cars who have completed the run up the hill, numbers of course workers and their locations, locating sources for hay bales, pylons, ambulance service, communications systems, banners, signage, making practice and test runs up the hill (I didn't say it was **all** work!). This was originally planned to be our premier event, but with Dave at the helm, it will be our outstanding, premier event.

Gymkhana This should probably be better described as a Funkhana, and we have two fun couples already working to put this together – John & Carole McConnell and Dennis & Sue Dwyer. Whereas the Hill Climb will be run on Boyne Highlands property less than a mile from the Holiday headquarters, this event will take place about 2 miles away at Nub's Nob Ski Re-

sort. They have a very large parking lot capable of handling both the course layout and more than enough parking for all the contestants. They are currently in the process of finalizing the design of the run – and since John and Carole helped out with a similar event at last year's West Coast Holiday, we should be in good hands.

And now for our recruiting message!! We have had a cadre of dedicated people working hard with planning, designing, procuring, writing and processing. But the ultimate success of this event will be measured by the number and dedication of those who will be volunteering during the five days of the Holiday. Lanita Dunham is the manpower coordinator for the entire Holiday and has been busy building spreadsheets for each day we'll be hosting our guests from around the country and around the world.

She has worked diligently in breaking up the total work effort into small time segments; such that if each member of the 356 Motor Cities Gruppe picked up one work assignment, there would be no encroachment of the work part into the fun part. In most cases we are only looking for periods of time three hours or less. Please take the time to look over the organization chart and find areas where you could contribute some direct effort to the Holiday. So instead of asking folks to devote a large contiguous chunk of time, we're requesting two or three smaller time blocks necessary to make this the best 356 Holiday ever. Call Lanita at (810) 225-6126, or e-mail her with your preferred work areas and times at taylordunham@sbcglobal.net.

Finally, your registration. As you can see by the above numbers, there are less than thirty slots left for the Hill Climb, and about fifty for the Gymkhana. So, if you want to run in either event, you need to move pretty quickly. And the other dominant reason for getting your check and registration forms in the mail is the greater selection of lodging options. Obviously, the better rooms are being snapped up now – so it behooves you to get your registration materials to me soon.

Talk to you again in the next issue and see you at Neil's,

Dave Peterson

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