



Auspuff Roar

November 2013

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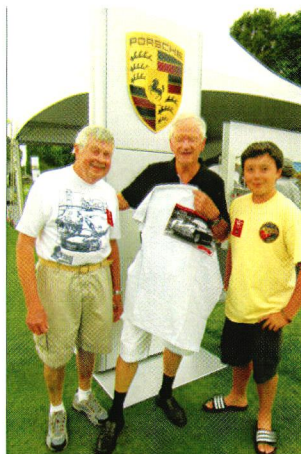
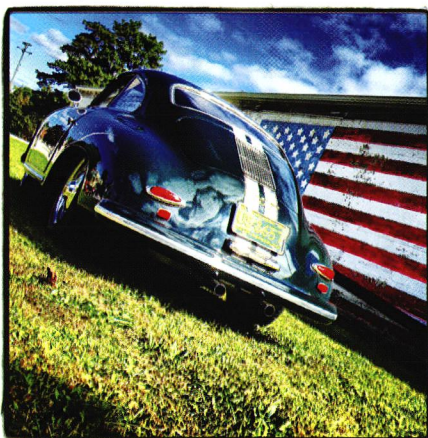
Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe is \$25 per year due at the first of each year.

Please send membership dues to:
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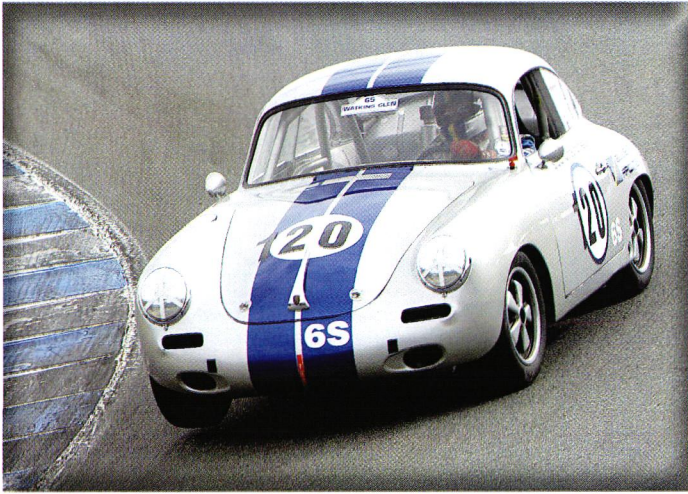
Website**Legal Counsel**

Christopher J. Preston



On The Cover:

Image of Dick and Shirley Gobba's A coupe taken on "Drive Your 356 Day 2013" by their grandson, Spencer Gobba. At left is a picture of Dick, Spencer and Peter Porsche at this summers PCA Parade in Traverse City. More of Spencers work can be found on this issue's back cover.



President's Letter

Dave Burton

I warned Sebastian about ordering the weather early for the Fall Color Tour. Shoot! We were really looking forward to seeing the colors at the MSU Hidden Lake Gardens. What a monsoon. Well, there's always next year.

This Sunday is Sebastian's annual Polar Bear Run, the last official top-down driving tour of the year. He started this a few years ago with a small group of die-hard convertible drivers and draws a very eclectic selection of cars. We meet near Ann Arbor and wind through beautiful sports car roads, ending up at the Common Grille for lunch. The forecast is for 45 degrees and sunny, I think I'll take the Jag. I know, I know, this is a Porsche club--specifically a 356 Porsche club--but the XK120 has a real heater, what would you do?

Don't forget to vote for the Trustees, we've got three openings to fill. The review of our financial performance at last month's Board Meeting showed that the Gruppe's income and expenses are tracking the budget very well and we're in good shape. The Board will meet after the holidays to seat the new officers, adopt the 2014 Budget and set the Calendar. If you have suggestions, please pass them to any Trustee.

Next up is the Holiday Party at Canterbury Village on Sunday, December 8th. Call Sue Denyer and reserve so she gets a good head count. Don't forget to take a look around and bring some goodies for the auction, it provides the club with the funds necessary to operate. This party kicks off the holidays for us and the action

gets fast and furious after that, finally reaching a crescendo at New Year's Eve. Then we can rest by the fire for a while before 2014's events begin.

First up next year is the Winter Pot Luck at Leon and Lulu's on Saturday, February 15th. This used to be the Chili Cook-Off but Barbara changed the focus to Pot Luck last year and the results were terrific. This is the perfect time to escape the winter blues for the warmth of good friends and good food while perusing the amazing collection at Leon & Lulu's.

After that? The Spring Tour, of course. Come on, winter can't last forever, spring will be here before you know it. Better get those winter projects on the front burner and underway, the days are flyin' by.

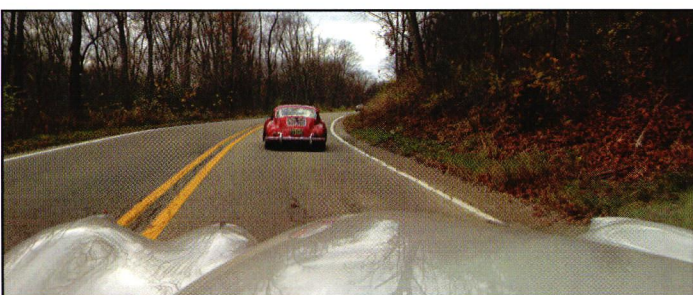
Speaking of projects, it's great to see Neil's Restorations running at full speed again. Tubs keep arriving and leaving, Neil even fits in a 911 now and then. It feels good to see him so busy.

So, Happy Holidays! I hope to see you all on the eighth at Canterbury Village.

But first, the Polar Bear Run--wait for me, Sebastian, I'm coming!

See you on the road.

Dave



Official 2014 Motor Cities Gruppe Board of Trustees Ballot

For 2014 there are three, two-year term openings on the Board of Trustees. The following three people have been nominated to fill the vacancies: Ted Dunham, Neil Goldberg and David Burton. These nominees are very active in the 356 Motor Cities Gruppe, and have indicated their desire and willingness to continue to serve to help insure the continued success of the club.

Please vote for three candidates:

David Burton _____

Neil Goldberg _____

Ted Dunham _____

Write in candidate _____

Membership Renewal: You may also use this form to renew your membership. The annual dues are \$25.00 and checks should be made payable to "Motor Cities Gruppe". Please mail this to Barbara Skirmants.

MEMBERSHIP CONTACT INFORMATION:

Important! Please update your contact information below. We need to know if anything has changed so that we can contact you regarding event announcements and publish a roster with the correct information. At a minimum, please provide your email address, as many of the addresses we have on file are no longer valid.

Name: _____

Address: _____

Contact Number: _____

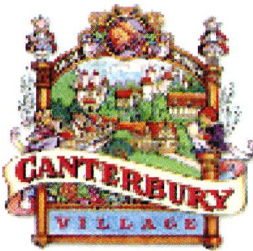
E-Mail Address: _____

Membership Renewal - Mail to:
Barbara Skirmants
3359 King's Mill Road
North Branch, MICHIGAN 48461

This is a BALLOT FORM. Bob Count will compile all ballots and report to the board the election results. Ballots must be submitted to Bob by Dec 31st please. PLease E-MAIL or send ballots to:

Bob Count_
3563 Oakleaf Drive West
Bloomfield, MI 48324 or at: bob.count@comcast.net

356 Motor Cities Gruppe 2013 Holiday Party



Kings Court Restaurant 2369 Joslyn Ct. Lake Orion, MI 48360
248-391-1900

**Motor in the
Holidays with
shopping, friends
and fun**

**Sunday
December 8th**

2:00PM to 7:00PM

FABULOUS LIVE AND SILENT
AUCTION ITEMS

**Please bring several great items
per family for the auction**

10:00am Shops open for browsing & buying
2:00pm Program starts PROMPTLY (bar opens)
Live Auction
Dinner

\$45/person

(includes dinner)

CASH BAR

*Please note that MCG will be
subsidizing \$5.00 per person
of the total cost!*

Buffet Dinner

Relish tray, Various Salads
Penne with Meat Sauce
Prime Rib, Seafood, Desserts

**For reservations, contact
Sue & Dennis Denyer (248) 391-3268 or
email ddenyer@gmail.com**

Mail checks to:

Barbara Skirmants 3359 Kings Mill Rd., North Branch, MI 48461

Deadline for reservations is November 29th

From Our Members

Carol Harris authors her first book, the Hallnadal's take a long trip in their 356, the Gobba's send us pictures by a budding photographer and the Sheill's visit Italy.

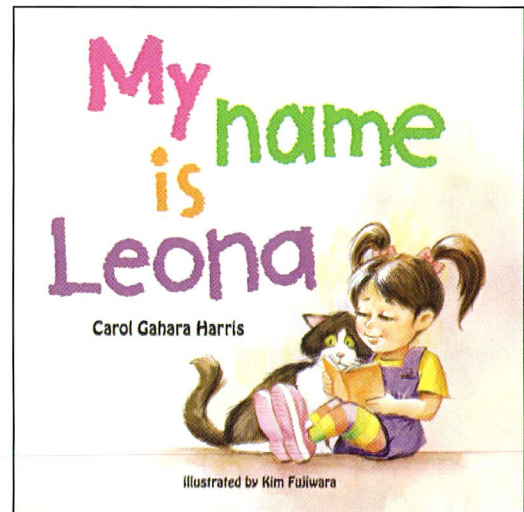
Little Leona, the main character in the debut book by Carol Gahara Harris, doesn't like her name. In fact she doesn't know any of her peers that have the same name. In page after page of lyrical rhymes, Leona realizes that choosing a name for her beloved pets -- a goldfish and a cat -- is a tough task. The name has to be just right.

In that a-ha moment, she asks her parents how "Leona" was chosen as the perfect name for her. Once she learns its meaning and the love behind the name, it becomes ideal, just like her!

My Name Is Leona is now available at the author's website, www.CarolGaharaHarris.com and at amazon.com, along with some local Michigan and Texas stores. The book was written with a child's heart in mind and embraces children's feelings about this sensitive topic.

Of all the names to consider for the title role of this book, how did the author choose Leona? Harris smiles and reveals "Leona was the name of my beloved grandmother! And readers might enjoy knowing the alternate names little "Leona" tries out in the story -- Danielle, Lauren, Lynn, Jeannie, Julia, Theresa and Anne -- are the real names of my daughters, mother, mother-in-law, sisters and my other grandmother!" Much of the appeal of this award-winning book is the engaging illustrations by artist Kim Fujiwara. Lucky for the first-time author, Harris already knew of Fujiwara's work, a longtime friend of her husband from the College for Creative Studies in Detroit. Fujiwara captures Leona's emotions as she works her way through the thought process of dislike to like to love.

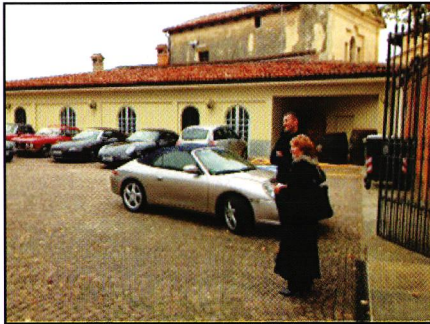
About the author Carol Gahara Harris disliked her name as a child. While the idea of this book grew out of her childhood dislike of her name, when she was 12, she decided 'Carol' was a great name and has loved it ever since. My Name Is Leona is the culmination of a lifelong dream to publish a children's book and is hopefully the first of several books to come. Carol is a native of Michigan and has two grown daughters who adore their names!





Here are some pictures of my B coupe #116432 taken at Road America on 9-22-13 during the S.C.C.A. National Champion Runoffs. It is about 1/3 of the way through a 9 day, 1,800 mile trip from Bellair, MI to Elkhart Lake, WI to Ironwood, MI to Copper Harbor, MI and back to Bellair.

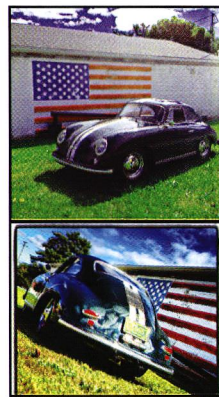
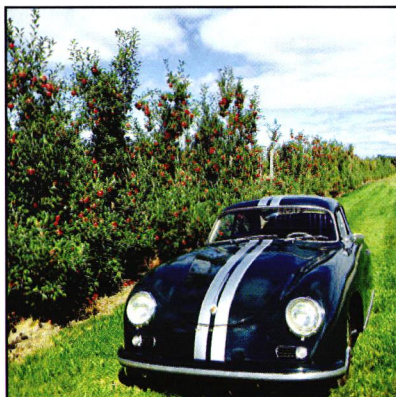
Bill Hallandal
Registry #5102



From Fred and Bonnie Sheill:

(Above) Porsche club outing at the Borolo winery, Borolo, Italy.

(Right) On busy streets, could not catch up with him in traffic!



From Shirley and Dick Gobba: "Our grandson Spencer took these on drive your 356 day"

Guys, we liked Spencer's work so much, we put him on the front and back cover!

C.O.T.A.

aka SVRA Vintage Racing National Championships at Circuit Of The Americas

Story by Dave Burton

Photos by Dave Burton, Roger Meiners, Geoff Thomas and Barb Skirmants



I'm on a flight back to Detroit from Austin after taking part in the first annual Vintage National Championships held at the new F1 track constructed in the heart of Texas. My participation was made possible by Vic & Barbara Skirmants who not only hauled Ol' #20 down but arranged that my application be accepted for this long sold out event. They had a full trailer too with five tubs aboard: Vic's #70 Roadster, their '58 A Coupe #71 rented to their Australian friend Ron Goodman, their '60 B Coupe #32 rented to Roger Meiners of Milford, the '64 C Coupe #88 of Dr. Rob Hieb of Milwaukee and my silver & blue '64 SC.

This event has been well hyped over the past few months and the new owner and management of SVRA did very well to secure a spot at this new track that will host Formula One next month. The facility is impressive, especially from the air. A sprawling layout well suited to hosting huge international extravaganzas, there was room for about 550 vintage racecars of a dozen groups and a multitude of classes. The schedule was sprawling as well with load-in starting on Monday and Test Day set for Wednesday, practice on Thursday and qualifying on Friday so that Saturday and Sunday was nothing but racing, racing

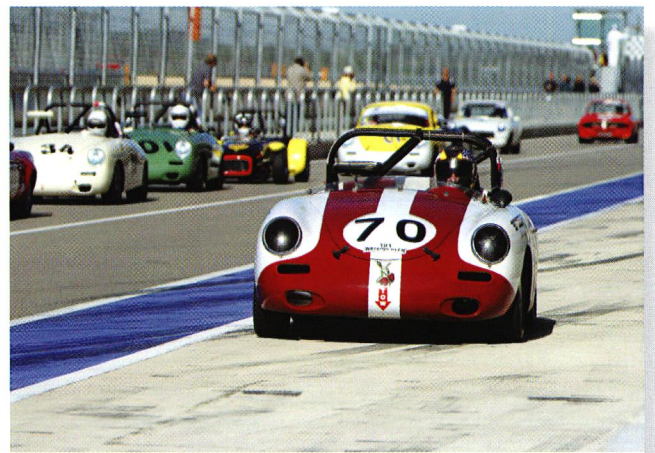
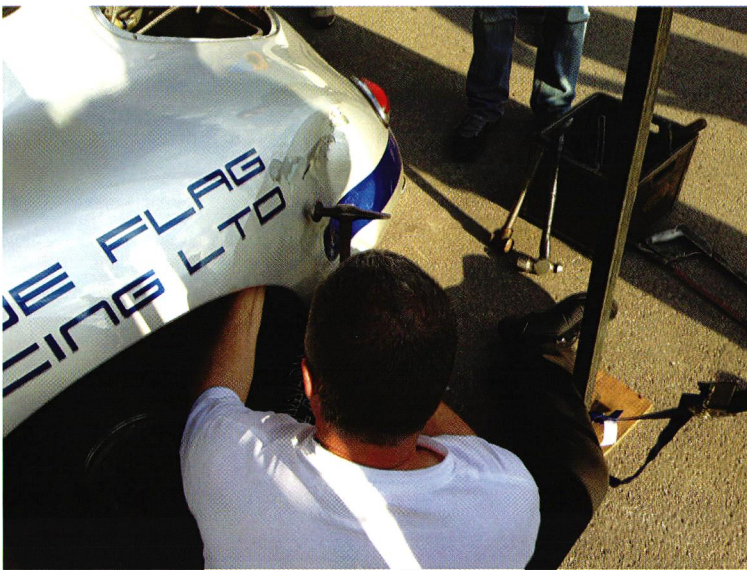
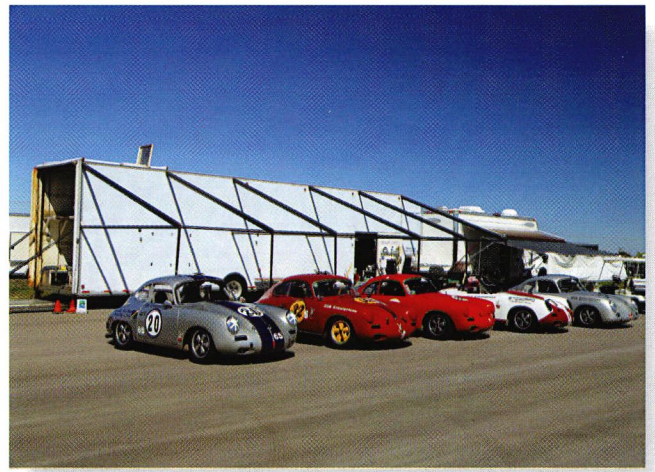
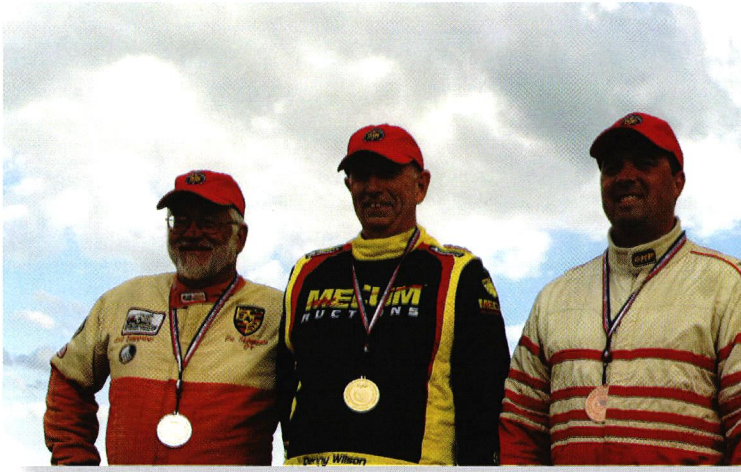
and more racing.

Vic & Barb arrived Sunday meeting up with Tom & Jan Downey and arranged to get in that afternoon to get set up. As they made camp, John Schrecker arrived from Hopkinsville, Tennessee with his #777 Roadster and Paul Swanson came up from Florida with his black #8 Speedster. Mark and Mary Eskuche dropped down from Milwaukee with their rig hauling the tubs of the Georges Balbach, Senior's ivory #34 and Junior's green #01, and the Coupe of Jamie Jackson. With a few others scattered about, there was a baker's dozen of 356's present and chomping at the bit to strut their stuff (How's that for a mixed metaphor?).

Wednesday morning found us on the grid for the first test session starting at 8:00 am and we found that the sun pops over the horizon around here at 7:45 this time of year. Holy smokes! It sure is fun learning a new track with the sun directly in your eyes on at least a half dozen turns--wow! And learning is a top priority as the track is 3.4 miles long with twenty (20!) turns, five of which are tight first gear hairpins. Well, nobody died. By the end of our fourth session, we had a pretty good handle on where the track turned left and right, and were getting familiar with the speed potentials. Thursday morning practice was a whole new level of confusion as those entrants that didn't participate in the test day were out on track for the first time tiptoeing around and those who had participated were slicing and dicing like a Cuisinart. The SVRA officials were terrified of the speed differentials but all played nicely and well, nobody died.

About those twenty turns and five hairpins, it turns out that the powers-that-be at F1 decree a number of slow corners to maximize the exposure of sponsor logos on the racecars. It might work for them but it was not our favorite part. The track is dramatic with the Start-Finish straight heading steeply uphill at the far end and culminating in an off-camber hairpin and also containing the Pit-Out with its slower moving traffic. We went through there four wide on occasions and it was exciting. That first hairpin feeds a downhill sweeper that leads into a complex of linked esses but unlike the climbing esses at VIR that allow you to build speed (if you get it right), these get progressively slower and then spit you out onto a downhill straight with a kink that ends at another hairpin before opening onto the main straight. You get to use the whole gearbox here and then all of your brakes (downhill) into what



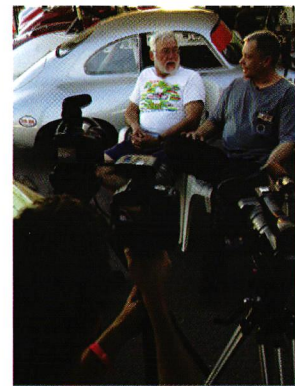
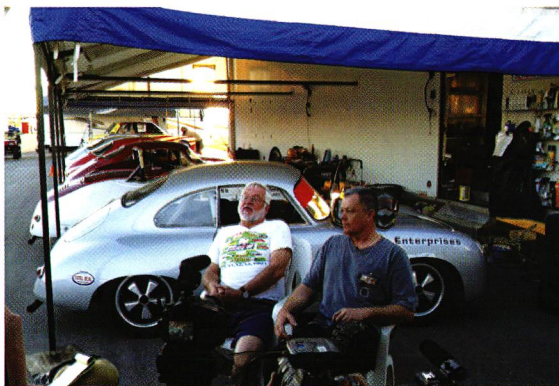


else? Another hairpin. A short chute leads to another hairpin with a technical little bit before (wait for it) the last hairpin. The payoff for all this is a beautiful carousel that winds around and around, letting you drift the car endlessly, flat in third gear. Beautiful! Now a quicker than it looks left-hander onto the short straight that leads to Pit-In and the last turn, tighter than it looks, and back up the front straight.

The racing in our group was fabulous. From Qualifying through the Enduro to the Feature Race, the

wheel-to-wheel action was nonstop. Lead changes, often multiple times per lap, heroic passes, valiant assaults--some successful, others repulsed, well executed sneak plays--our races had them all and we put on a heckuva show. Vintage racing at its finest.

There were a few teething pains as well. Some differences between the folks at COTA and the folks at SVRA resulted in rules changes on the fly. Some were annoying but of no real consequence while others changed the outcome of races and were not



One evening, after the day's racing was done, Ben Cissiel and his cameraman stopped by our encampment and proceeded to interview Vic and Ron about vintage racing in the US & Australia, their individual experiences and how they came to meet and race together. Throughout the weekend, their crew would show up on the grid and attach GoPro cameras on Vic's and other cars, gathering footage for a feature they're producing on vintage racing featuring Vic. Dave Burton



From Roger Meiners:

Here are some photos from the vintage races at CoTA (editor's note: many of them are shown in the COTA article). I took all of them except the ones of me in #32. The one with the youngster (my grand nephew) was taken by his mother. The one of me on the track was taken by one of the photogs covering the event...Oh, by the way, I got the on-track photos because I couldn't get #32 started for that session. You will see the reason why when you see the photo of the master switch. God struck me stupid at that moment so I could get the photos...don't you think?"

well received. Oh well, we still had a ball.

Except Ol'#20 that is. Well, she did enjoy keeping up with the Roadsters seeing as she had to carry an additional 67 pounds of ballast over the open cars, but at least one Roadster resented her presence. George Balbach's #34 nerfed her in the rear in one slow turn—Ouch! Afterwards, Ron Goodman showed why he is the premiere body man in Australia with an impressive display of skill with a hammer and dolly. No wonder that his enterprise is the only factory-certified shop

for Porsche, McLaren, Rolls Royce and Aston Martin, he has real talent.

Our merry band of miscreants had a pretty good outing overall. Vic made the podium in the Feature Race, Ol'#20 in the Enduro. Dr. Rob ran the strongest I've ever seen, Ron mixed it up with Vic, Rob and me, pouncing on every opening while Roger enjoyed learning how a 356 responds in anger. They say that SVRA is going to Indianapolis next year, I think we'll have fun at the Brickyard.◆

On the Road Again

by Tom Tate

Road trip just has such a great ring to it. Maybe it's just because it doesn't have the word office in it. Or maybe it's because of the adventure of going to places that you've never been. Whatever the reason I was looking forward all summer to the drive to Georgia in the Puddle Jumper. A group of 356 owners was planning their annual drive in the north Georgia mountains to celebrate Drive Your Porsche Day and I had never been able to join them but I had the week blocked off this year. It would be the longest drive yet in the restored '57 sunroof coupe and I had spent a lot of time chasing bugs and collecting spare parts to be ready for any problem. Jeff Leeds had signed on for the drive down in his '63 Super 90 along with my brother, Bill, and his wife driving the Speedster who we would meet up with in Maryland.

We compared our emergency parts list to discover that we were each carrying the same parts like generators, starters, engine seals, etc., so that allowed us to leave some at home and save some space. Of course that would mean that we'd have to stay together but that was the idea anyway.

Rolling out the Mass. Pike after rush hour made for an easy ride south and we arrived at Bill's in time for dinner. We were running about 150 – 170 miles between stops. With ten gallon tanks and over 30 mpg we could've driven further but that was about all our old butts could take. Even two of these cars driving together created a stir with other drivers as cell phones were pressed up against the windows of passing cars. We were driving between 65 -70mph

but that allowed a lot of faster traffic to pass. Gas stops attracted even more people to stop and ask questions and offer stories of the Tubs they used to have or always wanted. I had made a couple of "Helen, Georgia or Bust" signs so everyone knew where we were headed but the most asked question was "what year?". This was as they were standing next to a car with a 1957 license plate and 1957 inspection sticker on it.



Bill had made the decision to drive the Speedster with the top up and the side curtains in place to reduce the wind turbulence but that really reduced his vision. It was like sitting in a pill box in WW II and looking out the gun slits. We put him in the center so all he had to do was follow tail lights. Leaving the DC Beltway at dawn the next day we were able to watch the worst traffic in the nation in our mirrors. As we looked over the divided highway at the commuters sitting motionless in their cars I felt like saying "Hang in there" like James Bronson did as he rode off on his Harley Sportster. Fully packed with our suitcases on their luggage racks we could've been in the Bronson show years ago.



I don't remember drivers ever being so polite when I was driving other cars. The sight of these Tubs seemed to make everyone happy as

they let us merge when getting back on the highway and when heading for an exit. We were using some short range walkie talkies that Jeff had provided but the noise inside the Speedster had Bill at a disadvantage because it was tough for him to hear our chatter. I did get caught in the left lane once when Bill decided to hit a ramp at the last minute

when leading. I believe I could've made it in front of the 18 wheeler in the center lane but decided not to risk it. The next ramp was only a few miles down the road and I was back before they finished topping up their tanks. I found them busy answering questions from strangers.

Driving south out of Richmond VA on Rt 85 was a little slower but not by much and we covered the 615 miles before dinner. That even included a Cracker Barrel stop and refueling at a station on Dale Earnhardt Blvd near Charlotte NC. There was less notice paid of our passing in NASCAR country but folks were still pleasant.

We were using a GPS to get us the last few miles and with no bad weather the cars still looked like new when we reached Helen. Leaving town Garman looked for the shortest distance and sent us up a 3 mile gravel road and I was last in line. By the time we got to the registration lodge my black car looked like a magnet dragged through a large pile of iron filings. There was even dust stuck to the windows, it was awful.

We stayed in a cabin in the north Georgia mountains that was up in the woods and very modern but were told that if we heard banjo music to just ignore it. There were about 70 Tubs from all over the country, one came from Washing State, a 7 day drive and we thought we'd driven a long way.

The theme of the entire event was to drive your Porsche so we decided to make the 2 hour drive towards Tenn. the next day to get to the road known as the Tail Of The Dragon. That's 318 turns in 11 miles and not to be missed if you ever get close. Everyone knows about the famous Corkscrew turn at the Laguna Seca Race course out in Calif. now called Mazda Raceway. There must be at least a dozen corkscrew turns on the Dragon and if the sign says 20 mph you won't make it at 22 mph. It was a great workout. There are people who make their living by taking photos of every car or bike that passes and posting them on the internet. If you want one in high resolution they can be bought

off their website. Jeff had run it before and suggested that we all stay close enough together to get all three cars in the picture and the result was perfect.

Saturday was a drive to a gold mining town (who knew?) and a chance to see the ROTC Rifle Team from University of North Georgia. Unknown to the members, that team also became the Concours judging team who picked Jeff's car as the one car that they wanted to take home. That made it Best of Show and that was without any Q tip action on his part.

On Saturday night we all drove out into the field along side the Lodge, lined up drive in movie style and watched Steve McQueens LeMans movie projected on a huge outdoor screen. They even came around with free popcorn and peanuts. It was a great time.



Sundays drive followed a road that went around a lake and seemed like a very flat Dragon road, so many turns I lost count. The destination was a Country Club lunch that was also on a gravel road but by then it really didn't matter, we were just have fun driving.

The drive back was the best kind, uneventful. Those Tubs ran like they're supposed to and got us home without a problem. That was the way these cars behaved fifty years ago and nothing has changed. We should all do these kind of drives more often, the cars loved the exercise.



I have a new view of the state that we just drove through to get to Florida. It really has some terrific roads that suit our cars very well and with the 2014 356 Registry East Coast Holiday (like a PCA Parade) set for the same area I can't wait to return.

KTF

SAVE THE DATE FOR UPCOMING GRUPPE EVENTS

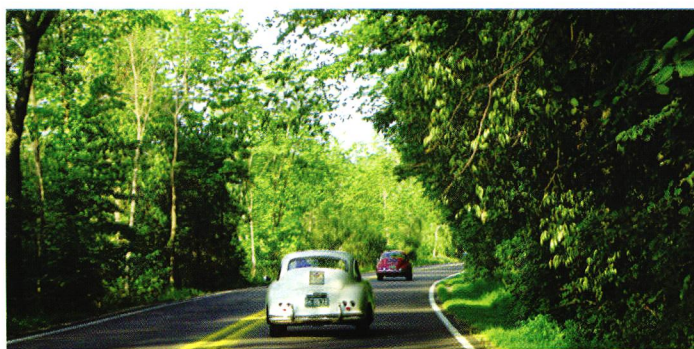
Gruppe Potluck Dinner

February 2014



Gruppe Spring Tour

May 2014



Motor Cities Gruppe Calender of Events 2013 & 2014

December 2013

December 8th Holiday Christmas Party - Canterbury Village

January 2014

OPEN

February

February TBD MCG Potluck Dinner at Leon & Lulu

March

OPEN

April

April TBD Hershey All Porsche Swap Meet

May

May TBD Gruppe Spring Tour

October 5th, 2013 – 356 Motor Cities Gruppe Board Meeting Minutes

356 MCG Board Meeting Minutes from October 5, 2013

Compiled by: David Preston

Attendees: David Burton: President & Trustee, David Preston: V. President & Trustee, Barbara Skirmants: Membership & Trustee, Ted Dunham: Trustee, David Peterson: advisor, Dennis Denyer: advisor, Ron Roland: advisor, Vic Skirmants: advisor, Neil Goldberg: Trustee (absent)

Meeting called to order by Dave Burton at 10:00AM

Financial Review: Barbara reported the expenses and income year to date through Sept 30th and reported that we have a positive cash flow of \$247.00.

Budget Review: Dave Preston reported that we will finish the current fiscal year (that ends on 10-30-13) with balanced budget, maybe even a little positive cash flow.

Fall Color Tour: this ended up being cancelled due to bad weather on Sunday, Oct 6th. Sebastian will try it again next year.

Holiday Party: this will be on Dec 8th and the Board voted to charge \$45 per person, which will likely mean a slight subsidization by the club. Dennis reports that all is proceeding as planned – he will let the Board know of any significant issues. Dave Preston will create the 2014 Holiday Part flyer and get it to Sebastian and Barbara.

Winter Pot-Luck Dinner: will be at Leon & Lulu again this year. Terrific setting. We discussed the success of “passing the hat” for donations as this raised \$215 for the club at the last pot-luck dinner.

2014 Summer Picnic: the Burtons have graciously offered to host next summers picnic. The Board accepted! This saves us about \$1200 in tent rental costs.

Auspuff Roar: the Board and advisors expressed its continued appreciation to Sebastian for another year of great issues.

Legal & IRS Update: Chris Preston (club attorney) reports that our LLC status and Club name has been re-established and any required filings with the IRS are done.

Trustee Elections 2014 – Nominations: we have received three nominations for the three open Trustee positions for 2014 (Neil, Ted and Dave Burton). Dave Preston will create the 2014 ballot and will get it to Sebastian and Barbara. Bob Count will again tabulate the votes. All votes must be in by 12-31-13.

Next meeting: will be January 11th at Neils. New Board Members will be seated, the new officers appointed and we will establish the 2014 Calendar of Events. The 2014 Fiscal Year Budget will be reviewed for approval.

Meeting adjourned at 11:10AM

Motor Cities Gruppe
3359 Kings Mill Road
North Branch, MI 48461

neopost

12/02/2013

US POSTAGE

\$01.52⁰



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