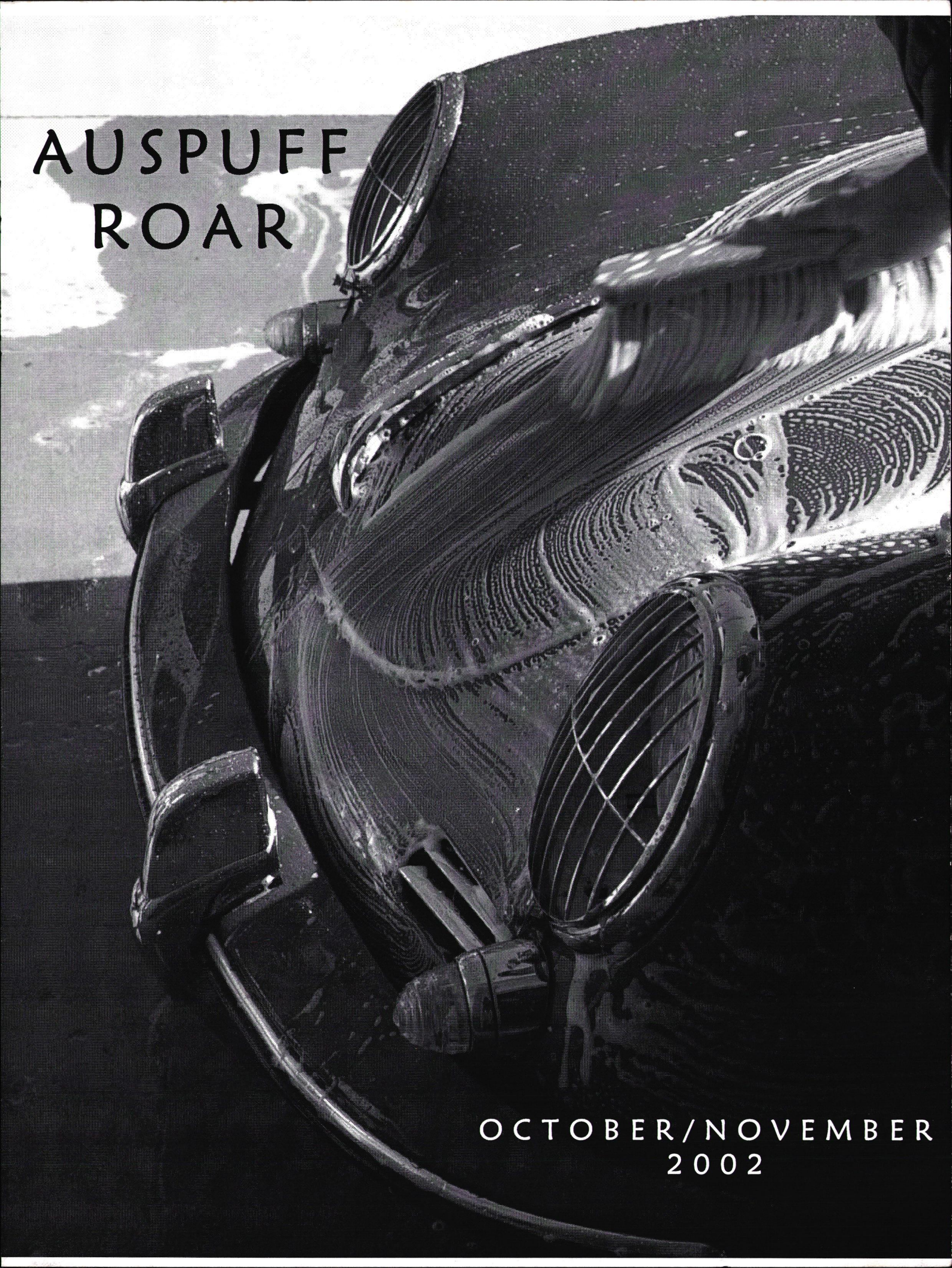




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OCTOBER/NOVEMBER
2002

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ON THE COVER:



**Getting Ready
for The Fall
Color Tour. See
Page 4 for Details**

Photo by Gottfried Hogh

The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe is \$15 per year due at the first of each year. Advertising rates per issue in the Auspuff Roar are as follows: Business card size—\$10, Quarter page—\$25, Half page—\$50, Full page—\$85. Please send membership dues to: Barbara Skirmants 27244 Ryan Rd, Warren, MI 48092. Please send any materials to be published or advertising copy to:

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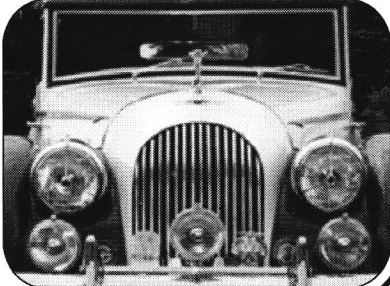
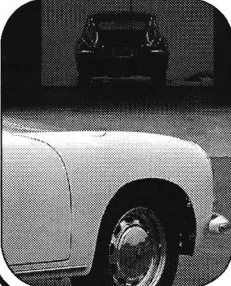
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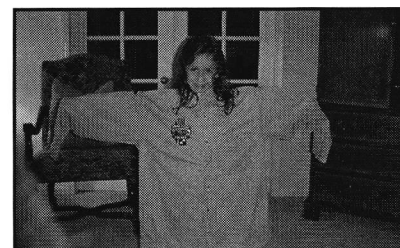
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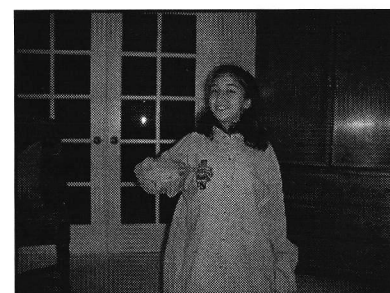
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Vice PRESIDENT'S LETTER



**“I’m In Charge Here!”
Or
“Drunk With Power”
Or
“Just Shut Up and Type”**

Our bylaws state something to the effect of if the President is not able to perform his or her duties then the Vice-President will step in and take care of business. In mid September I talked to Dave Peterson, who is recuperating from hip replacement surgery, to let him know that the next issue was coming out soon and we needed his column. It seems that when he had his hip replaced, the recovery was not swift, an infection set in and life in general did not cooperate. David is very active not just in this club but also in his Church, with his family, the restoration of his home and the completion of his beautiful “A” cabriolet at Ted Dunham’s shop. Guess what? None of those commitments lightened up after the surgery and slow recovery from the infection. Things may have actually gotten busier.

In light of this, Dave asked if he could pass the honor of writing this issue’s column on to the V.P. “Sure, Dave, we’ll let you slide this time seeing you just had a hip replaced and all. I’ll just look at our masthead to see who the V.P. is so they can write the column” I said. Scanning the inside cover of the Auspuff, I saw that it was right there under my nose the whole time. I’m the V.P.

Should pay more attention during the elections. A duty is a duty so here goes: PLEASE turn to page 4 and make your reservations now for the Fall Color Tour hosted by Michael and Maureen Heilmann. It will be

held on October 5th & 6th, so call now. Looks to be a terrific event with some great roads to drive, kooky out of the way places to stop and some cozy restaurants where we can socialize. Gonna be a good one.

And don’t forget the annual Holiday Party held on Sunday, December 1st at the Oakland County Sportsman’s Club on the grounds at Waterford Hills. It seems that after years of trying, we’ve finally found a format that makes everyone happy. There’ll be plenty of time to socialize without a two hour Auction dominating the entire evening. We are going with what worked last year: a one hour live auction time limit. Please bring only one item for the live auction, to keep things under one hour; anything else will be put in the silent auction that runs most of the evening. Better yet, the new format of the Live/Silent auction raised as much money for the club as any previous year. Thanks to everyone who donated. See the full page announcement on page 27.

On October 12th, Chris Braden of Munk’s Motors is having a tech session. Vic Skirmants and Ted Dunham will discuss many things mechanical as well as other related topics. Thanks Chris. See page 26 for details.

Check out this issue with some great coverage of our family picnic, a photo spread of Dick and Shirley Gobba’s Speedster, some historical information on the Mille Miglia as well as a salute to the Autumn Driving season.

As for Dave, I’m sure that he won’t be going on many skiing trips this winter so you can catch up with him on Saturday mornings at the breakfast club. In the meantime we are hoping to see him as well as Barbara at the Fall Tour.

Until we meet up north!

Sebastian

Motor Cities Gruppe Fall Color Tour

Hosted By Maureen and Michael Heilmann

October 5th & 6th, 2002

Check those rusty heater cans and don your string back gloves for the annual Motor Cities Gruppe Fall Tour on October 5 –6, 2002. This year we will motor to the forgotten Western Shore of Lake Michigan on Michigan's answer to California's Highway 1. This is a fabulous stretch of road to exercise our beloved cars before putting them away for the winter. It is miles away from the bumper-to-bumper traffic of downtown Traverse City and the RVs that dominate the north.

You will be introduced to the picturesque two-lane drive along M-110 north of Manistee. You will wind through wooded dunes and peek a boo views of Lake Michigan. Trees form a tunnel of fall color along the totally paved route. We will motor over wooded dunes in Arcadia and on to Onkama, which the Indians named a "Place of Great Beauty". There are many scenic overlooks and changes of elevation to photograph or simply enjoy. We will have lunch at a restaurant for a bit of "Deutsches Essen". Then its northward on M-22 for more panoramic vistas of our pleasant peninsula. We will drive on to Frankfort for accommodations along the waves of the Great Lake.

The Harbor Lights Motel has offered to host us for one night with a wide variety of rooms. Select a condominium, deluxe motel room or suite from the many available. Rooms start at \$65 and a 2-bedroom unit with Whirlpool is \$170. Please mention the Motor Cities Gruppe in your reservation. This wonderful facility is wedged between Lake Michigan and the Frankfort Harbor and features a new large indoor pool and huge Spa for relaxing after a day at the wheel. Alternative accommodations will be at the Frankfort Hotel, a Victorian bed and breakfast with intimate seclusion. It features mirrored canopy waterbeds and is close to the lake and area attractions. There will be time to shop at the many galleries of Frankfort and some may choose to join us at the "Smokestack Shop" on the edge of town. This joint makes the "Barn" we visited in Canada a few years ago look like the Bergdorf Goodman's' on Fifth Ave. On the day I was there they had on sale the actual SS Minnow, 200 ft of chain link fence and enough oriental trinkets to restore our balance of trade deficit with Japan. The "Guy Stuff" room even had a busted up model of a 917! Perhaps you need a chrome-plated fountain from Happy Days; it's all there at this shop. Antique shops abound in this area. Most venues are open weekends through November so bring your plastic and bolt on the trunk lid rack. A 7:30 Dinner will be a time to catch up with our comrades on their finds of the day. That whitefish platter is making me hungry right now.

On Sunday, join us for a (not too early) beautiful drive to the Pt. Betsie Lighthouse, managed for over 150 years by the US Lighthouse service, now the Coast Guard. On the forty mile drive to Sunday Brunch, we will stop at the Amoco station in Empire with a display of old gas. This portion of M-22 visits the shoreline of the Sleeping Bear Dunes, The Coast Guard Maritime museum and more of our fabulous State. Sunday afternoon will be a time to return home, linger up north or motor along M-677 on the Benzonia Trail. This is a great road for cruising on to the Cherry Hut in Beulah which serves up damn fine Cherry Pie. The area also sponsors the **Crystal Lake Color Tour Art Show on October 5-6 at the Crystal Lake Art Center, Frankfort. 12-5 PM. Ph: 231-352-4151**

So make your reservations today with a credit card. We will host the start of the tour Saturday morning at our home in Milford at I-96 and Milford Road. With pots of hot coffee and a brace of baked goods we will be good to go by 9:00 AM. We will make the Crescent Beach Rd turn by 1 PM. This is the first fall tour where you can drive to the bottom the hill, put your car in neutral, release foot from the brake and roll up the hill at the "Mystery Spot" on Putney Road. "Mo, will you remind me to call Vic for an appointment for my car, there is something wrong here...". A complete driving map will be mailed to those join us. Please call so we can reserve an adequate room for our dining reservations. Don't forget to gas up in the morning and place the reserve tank lever on "Auf" nicht "Zu".

For hotel reservations contact: Harborlights Motel 15 Second Street Frankfort, MI 49635. www.harborlightsmotel.com 800-346-9614 or 231-352-9614. Or Hotel Frankfort 231-352-4303

Please call us to RSVP for meal reservations: 248-685-0817 home or 248-356-8888 office or heilmann@mimalpracticelawyer.com Tourist info for the area: www.benzie.org

We look forward to seeing you!

MOTOR CITIES GRUPPE CALENDAR

OCTOBER

5-6th Annual MCG Fall Tour
Hosted by Michael and Maureen Heilman. See announcement on page 4.

12th—356 Tech session at Munk's Motors! See page 27 for details

NOVEMBER

19th-Membership Dinner
Zack's is no longer, so we will find a new venue and announce it at a later date.

DECEMBER

1st—Motor cities Gruppe Holiday Party. See page 27 for details.

JANUARY

21st-Membership Dinner
6:00 PM. Location to be announced

FEBRUARY

Open

MARCH

18th-Membership Dinner
6:00 PM. Location to be announced

APRIL

26th—Hershey PA.
Hershey all Porsche swap meet. The Granddaddy of them all.

MAY

20th-Membership Dinner
6:00 PM. Location to be announced

11th Annual Spring Tour
TBD

JUNE

Stoddard Porsche/Audi Fest—Date TBD

Mid Ohio Vintage Gran Prix—Date TBD

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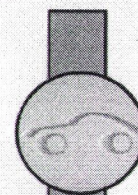
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Second Tatra-Porsche Treffpunkt

By Zdenek Base

This year our Tatra/Porsche meet was held on June 9, 2002 in Lake Geneva, WI. I did not advertise this meet, because I know who is interested in the history of our air cooled machines, whether they are made in Germany or in the country next to it.

About one week before the meet, our friend on whose property we gathered sent me a copy of an article from the local newspaper. What a coincident I thought, someone has very similar ideas. The story was: "Ferdinand Porsche and the evolution of the 'people's car' ". The local journalist was invited to our meet. In anticipation of meeting the "real" writer and maybe a car expert, I underlined a few discrepancies in his story, just in case we would discuss this subject in depth.

The first car that arrived was the Tatra T-600. No, it did not sound like my Tatra T-111 military truck that I drove in the Army, it has more civilized, 2-liter, 4 cylinder air cooled boxer motor located behind the rear axle. As a matter of fact, this car is very quiet as it has two firewalls between the engine and the rear occupants. Mr. Erwin Bittner, the car's owner, always comes gladly to our meet. This car, my favorite model, also called Tatrapian, is post War development (6,342 cars were produced between 1947 and 1952). Other cars, mostly 356 Porsches arrived within an hour, and I should not forget two beautiful 911s.

Mr. Dennis West, the journalist, came a little late and I started questioning him on our common "subject." What inspired him to write an article about these cars? "German history", he replied, "and besides, I can publish anything I want to, I own the newspaper". He is not as big a car enthusiast as we are, nevertheless I complimented him on his excellent article. We had plenty of good discussions and laughs with other meet participants and departed in the late afternoon hours.

The four existing Tatras in the Chicagoland area will never outnumber us, the Porsche folks, not even at mini car meets. But that does not diminish the historical value of these unique Ledwinka designed automobiles, as they mingle with their younger siblings.



also stipulated that, since the Volkswagen is a "deep blue-gray" and apparently taken a Ford who said customers would buy a Model T in any



356 Motor Cities Gruppe

This year's Gruppe picnic was just that—a group effort in getting this event off the ground. Brad and Gabby Richards were all set to host the picnic at their new home in an Ann Arbor. They built a beautiful home in an equestrian community—the perfect setting for our thoroughbreds to wander around their newly planted pasture. Just one problem: they weren't getting much coopera-

tion from the pasture. It seems that their grass just did not want to grow. Looking a little like a mustache on a 13 year old (sorry Brad) they felt the “lawn” was not quite ready to be trampled by our herd. Enter Ted and Lanita Dunham. The Dunhams graciously offered their home as the site of the picnic, but Brad and Gabby would still be the hosts. Stay with me on this. Barb Skirmants then called and suggested

that we have the picnic catered, as our coffers were somewhat healthy and hey, why not give some of it back to the members. With a unanimous vote from the Board of Directors, the Gruppe picnic, hosted by Brad and Gabby Richards at Ted and Lanita Dunhams house and catered by a company found by Barb Skirmants, was a go.

And go it did. Gottfried Hogh and I



Summer Picnic 2002

Photos by Gottfried Hogh

arrived at about five minutes after 1:00 PM (the official starting time) and there were already 20 people there! The weather forecast had been a bit shaky all week but we lucked out and had a perfect day. There were about 24 356s that got special parking in the back yard. All other forms of transportation, whether Porsche or not, were relegated to parking in front of Ted's shop, Gmünd Werkes West. All

cars are certainly welcome, but special treatment goes to those who drive their 356.

Tom Walworth from Hillsdale started out to the picnic in his SC coupe, but had to turn back after experiencing generator problems. Too bad, because all he had left to drive was his Beck Spyder! This car was decked out with a 2.0 914 engine and a special chassis/suspension

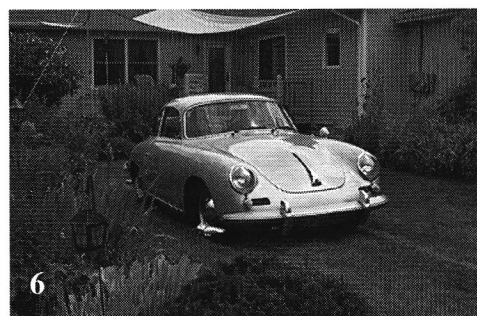
setup that was more advanced than the regular Beck. Somehow, Brad Richards negotiated a test drive but I stopped him before he got off the property. "You're not going anywhere in that thing without me!" I shouted, as I twisted myself in between the door, seat and rollbar. I really cannot imagine the real Spys being any more fun to drive than these, as opposed to the Speedster and it's poor quality kit car copies.

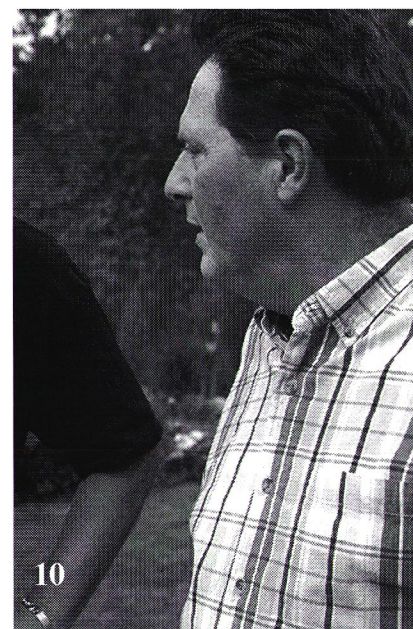
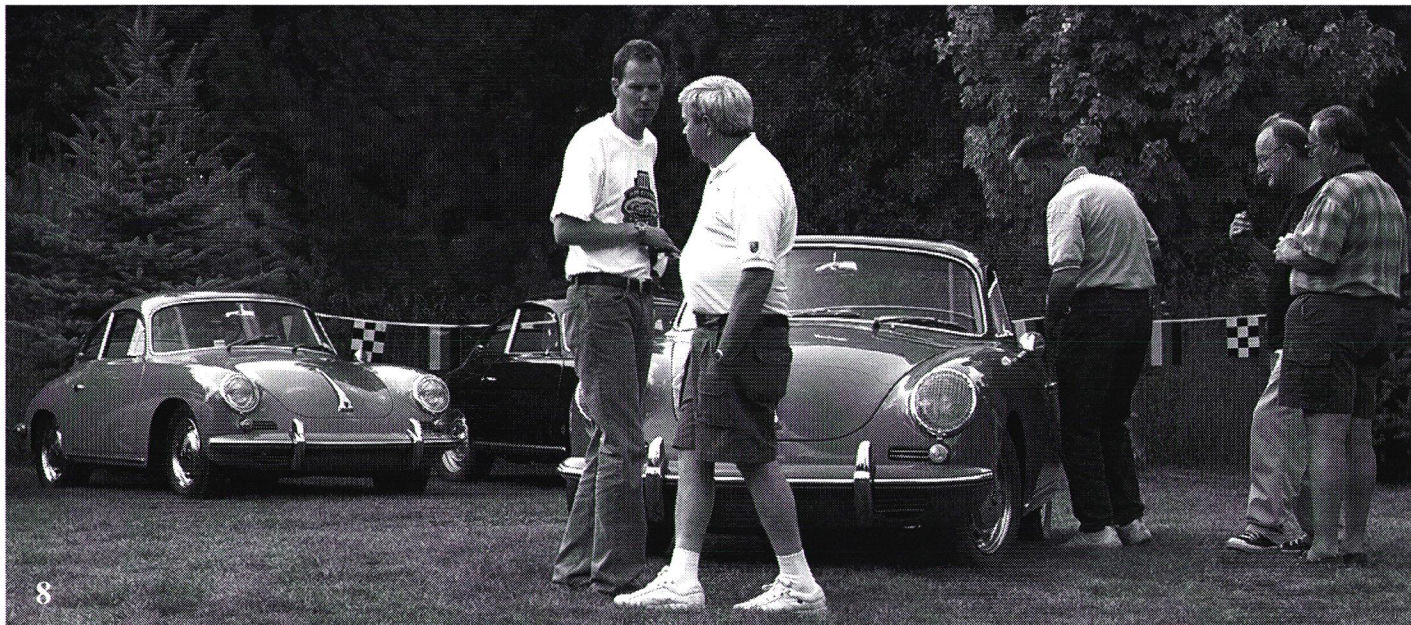
I found out firsthand the difference between a Replica and a Kit. This thing was a monster, really stuck to the road and the fit and finish of the car was superb. Well Done!

Heath Hurlbert rolled out his nicely modified Speedster. Lowered with a rollbar, Fuchs wheels, full tonneau cover, magnetic license plate....huh? Yup. Do you remember the wonderful magnetic logos that we had for the '98 Gruppe Holiday? Heath had a replica of his '57 plate made out of this same material, and it just sticks right to the backside where the plate

normally goes. He keeps the actual plate inside the car in case of any difficulties from the local constabulary. The false bolt heads affixed to the magnetic plate are a nice touch, and make it quite difficult to tell that it's not real. Also well done.

We had the usual suspects in their Coupes, Cabs, Roadsters and Speedsters as well as a T-6 "B" Coupe recently purchased from the original owner. Vic Rivera brought out the "Rebel" for one of its rare appearances, Adam Johnson brought Bill Milliken's "B" Cab (Bill





- 1) The many Hosts had to be identified by their shirts.
- 2) The shade, a perfect place to rest.
- 3) Gabby at the frog pond.
- 4) Neil Goldberg and Vicente Rivera.
- 5) It may look painful, but Dave Peterson was ecstatic to be here after his hip replacement.
- 6) This car was recently purchased from it's original owner.
- 7) The hat club
- 8) We never get tired of looking at them.
- 9) The line up...
- 10) Bill Toburen catches up with his Gruppe friends.

was showing his ex Larry Crane Ferrari at MSU's concours) and Mr. Hinson was kind enough to bring Leslie out in their Convertible "D". The Skirmants' showed up in their coupe, but wait—that's not the one they had before; that car is still in Cincinnati being restored. I hear it's almost done but it appears that Barb and Vic just could not wait any longer and bought this one for the North Coast Holiday. Not to worry as there is a waiting list of buyers for the "new" car once the original one

returns from it's restoration.

My youngest daughter Gabby could not stay away from the frog pond. It seems that the great food and even better places to sit—everyone gathered under the large tent or the nice shade trees in the Dunham's yard—were not enough of a temptation to lure her away.

Gruppe effort, great fun.





The Zen of Neat-o

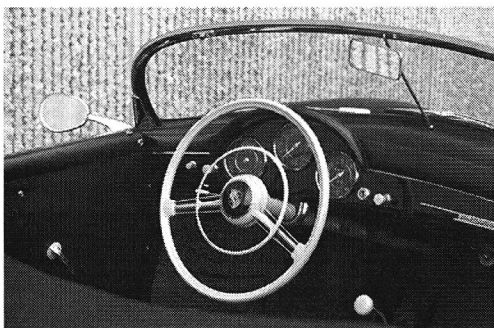
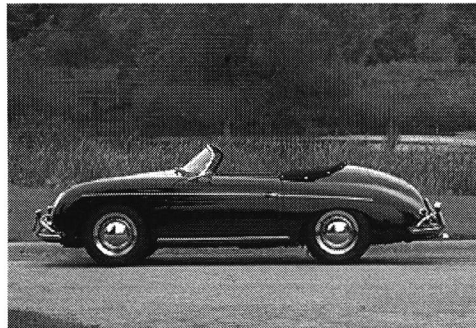
by Brad Richards
Photography by Gottfried Hogh

Shirley and Dick Gobba represent the essence of true sports car fanatics. Be assured that Shirley is no “tag along” spouse, she can bench race with the best of them.

It is only fitting then that they own a Speedster.

Many people looking for their first Porsche lust after the Speedster, and rightfully so. Many current 356 enthusiasts aren't crazy about bucket seats, side curtains, no back seats and a simple folding canvas top, and rightfully so. What this means is that it is a special person that knows these cars and still wants one. That's OK because it makes owning a Speedster an even more exclusive club. You can always spot a Speedster owner: a bit more swagger in their step, the right hairstyle for extra windy days and they always pack big towels!

And you know what? Us comfy-coupe/cab owners envy them every mile of every perfect day. And while we pity them on rainy days, the Speedster pilots don't care, they just press on knowing it's all part of the deal. A deal that *they* wouldn't trade for anything.



... a brief look back



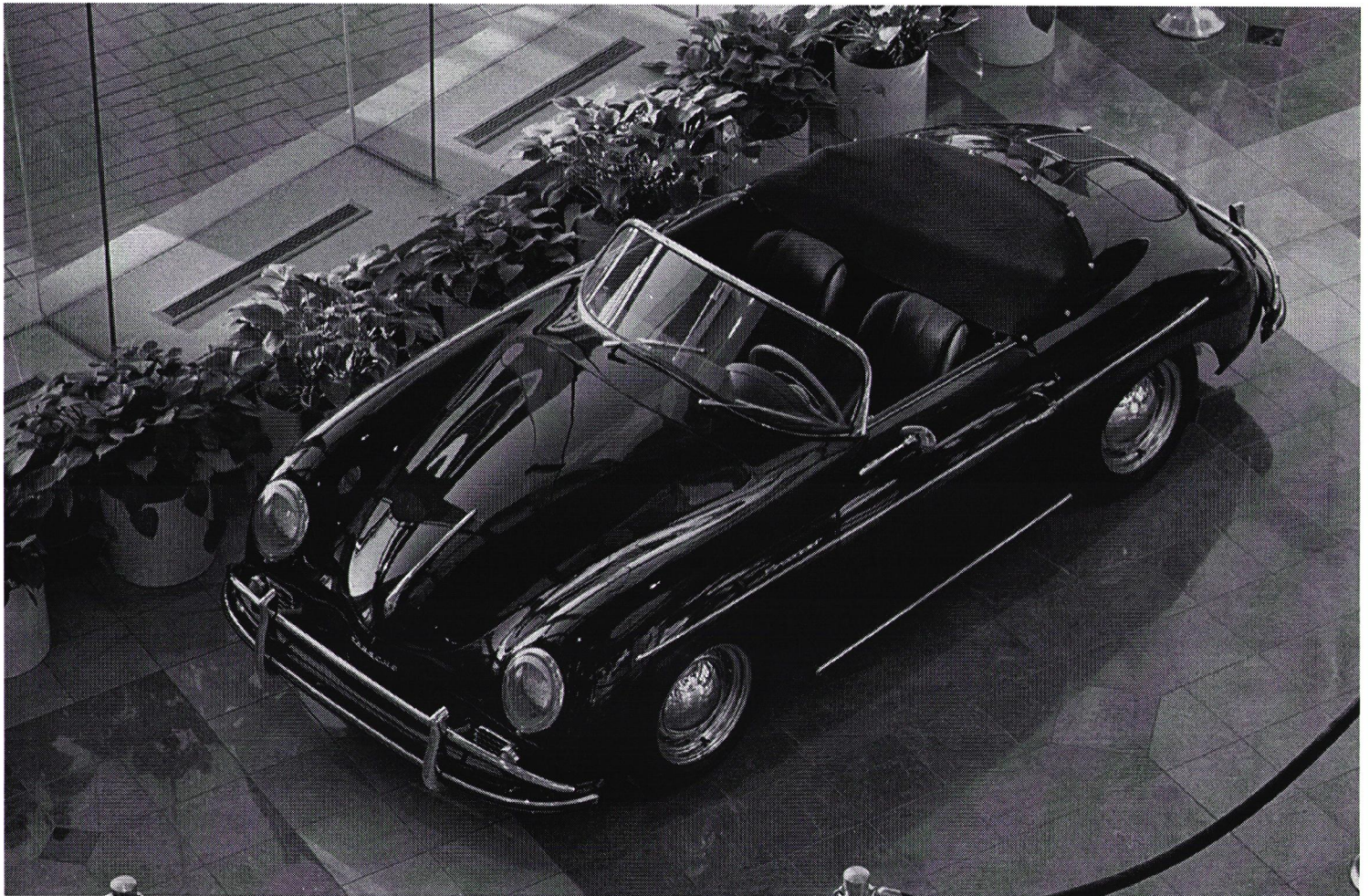
A photographer's first view of Dick & Shirley Gobba's Black Speedster at the 1998 East Coast Holiday.

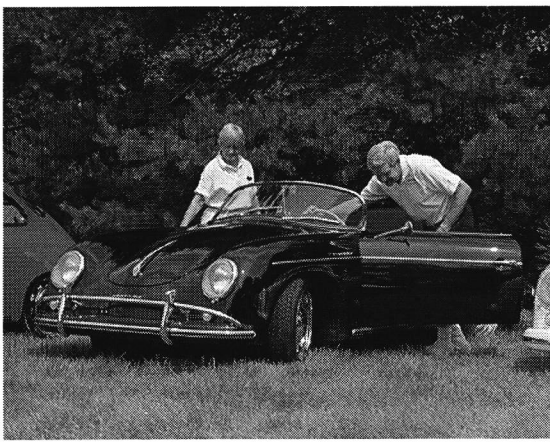
by Gottfried Hogh

It was a beautiful late summer afternoon in 1998 and I had been dragging my tripod and camera around most of the day. The occasion was the first day of the Motor Cities Gruppe's three day "East Coast Holiday", and the place was the Somerset Inn parking lot in Troy, MI.

Only a few months before I had joined the 356 Registry, and anticipated photographing 30 to 40 year old "tubs" at this event. Although I suspected that the 50th anniversary year of Porsche A.G. would bring them out of the proverbial woodsheds and barns, I had not envisioned the numbers of 356's coming out, their conditions, and where they would end up. As I was approaching the end of a roll of film, a slight-built man in faded jeans came up to me and in a characteristic, friendly Midwest twang asked if I was interested in taking some photographs of a black speedster. I answered in the affirmative and he indicated that we would have to "go over to the Mall" since his speedster was not parked on the local hotel lot.

Richard Gobba and I walked over to Nieman Marcus as he explained that his tub had won an award and ended being put on public display there. I anticipated photographic problems since I generally avoided flash exposure, and wondered about the available lighting. The large windows near the car with western exposure and low sun angle obviated my concern. As I approached the shiny black, flawless Speedster, the realization that this was a first rate photographic opportunity came to me and was clinched when I saw the staircase leading to the mezzanine overview. The result is the photograph below. It is my favorite of a number I took of the car that day and I was fortunate enough to photograph the car again for this issue.





The concept of the lightweight open car is, in my opinion, the purest form of *Porsche*. Although some may argue that the 911 is the star, the fact remains that a light weight open car was the first car ever produced in the 356 line - and was therefore the foundation for all Porsche products to this day. I believe the essence of Porsche lives and breathes in the cozy little confines of this drop top, bargain basement 356. The Speedster truly is "Driving in its purest form".

The Speedster started out as a request from Max Hoffman to Porsche. Max was looking for a price point car for the fast growing American market and he wanted a basic car that he could sticker for less than \$3,000. Porsche (Albert Prinzing, actually) turned to the design department for an answer. To say Komenda's solution to the problem was a success is a major understatement.



The creation of the Speedster increased sales by fifty percent between the years of 1955-1957. It also created the benchmark by which all "pure" sports cars were measured. Komenda and his crew nailed it with the little Speedster and this is how they did it.

The standard cab body was Komenda's canvas. The small cockpit was achieved by welding 3 steel panels onto the existing deck, visually lengthening the rear cowl. The doors were then cut down at the belt to create a tapering teardrop effect that enhanced the already dynamic body side. Taking the teardrop look even further was the addition of a chopped windscreen. The overall effect is that of a super low little sled. Two tops were produced: one, a "high bow" and one a "low bow". If you have ever heard a designer talking about a "pillbox greenhouse" and wondered what that meant, just take a look at a Speedster with the low top in the up position. A fiberglass top was also available and is highly sought after today.

If you are lucky enough to own a speedster consider yourself at ground zero of the sports car phenomena.

The Speedster - King of Cool - The Zen of Neat-o.

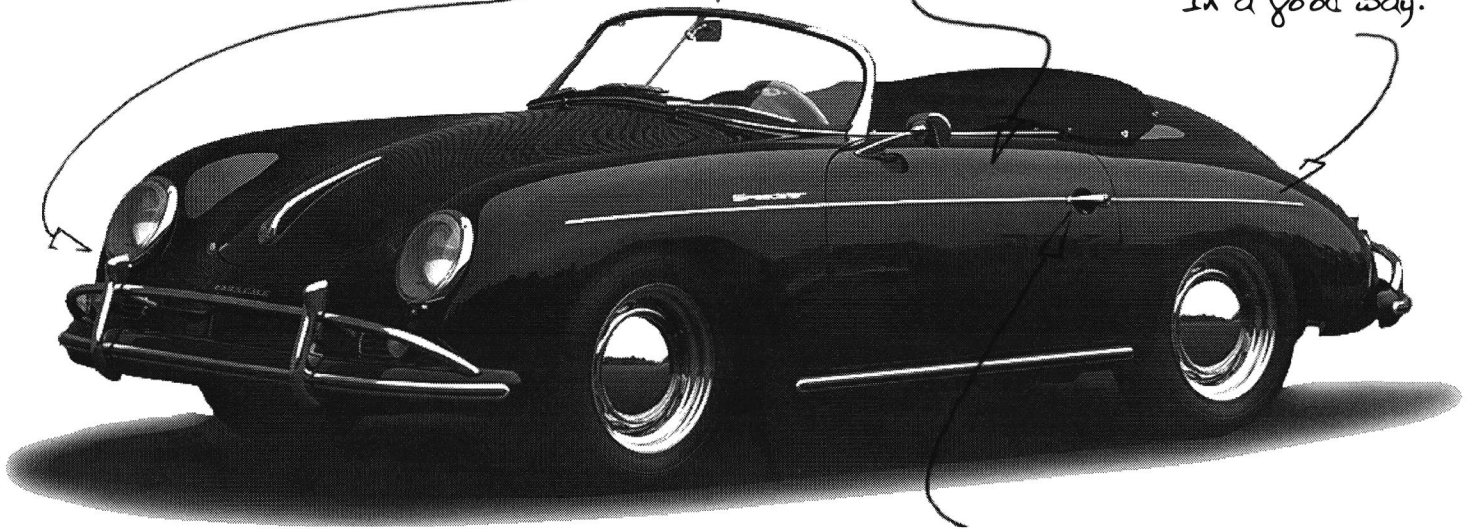
BRAD

"Chopped" windscreen may be the key element of the entire concept.

Cut down door at the beltline creates the tapering bodyside and hunch of the engine bay.

Front end is shared with all 356 "A"s.

Side spear is killer!
In a good way.



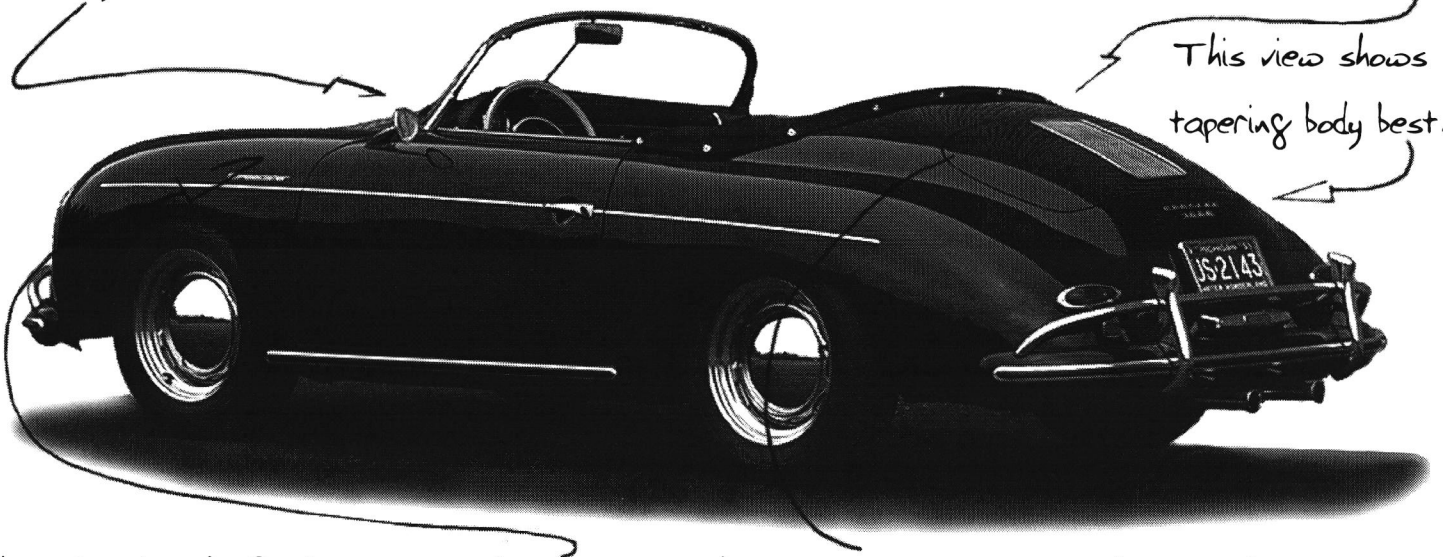
Komenda's finest effort!
Brad's favorite Porsche!

Integration of door handle into side spear is very clean.

Speedster also has the most effective dash layout of all 356 models.

Swell of rear deck says
"the power comes from here!"

This view shows
tapering body best.



The Speedster's fenders are made from the same curve- starting at the headlamp and ending with the taillamp.

High rear cowl also makes driver and passenger look as though they are sitting very low in car. A key visual for the pure sports car.

The 1982 route only deviated a little from the classic course. Looking back on 1954: Herbert Linge (left) and Hans Herrmann (right) with Ferry Porsche and Richard von Frankenberg. Rome control (bottom left): Stuttgart radio reporter Gerd Krämer interviews the Porsche drivers. The railroad gate story came from the first Mille Miglia entry for the Spyders - drawn shortly afterwards by Carlo Demand. Herbert Linge put together the first "pace notes" in motor sport history that year.

Bella Corsa 1954

"La Corsa piu bella del mondo". This is how Italians even now re- fer to that legendary road race

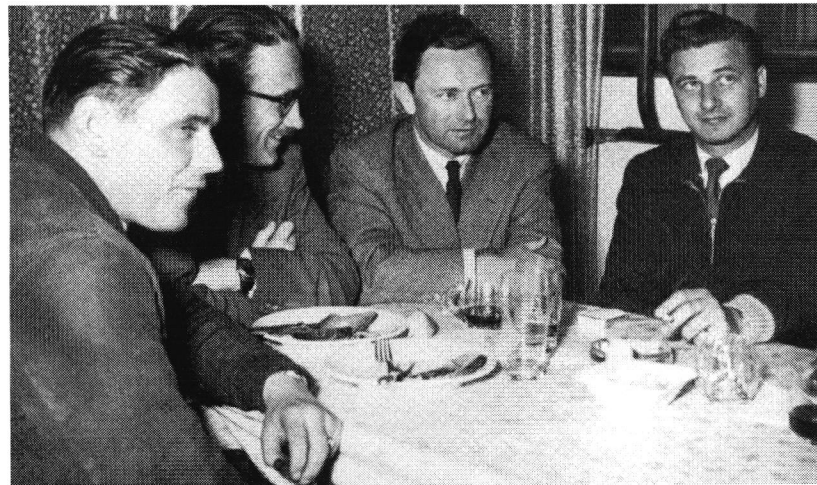
which ran from Brescia in Upper Italy to Rome and back to Brescia, covering 1600 kilometers or one thousand miles.

Was it really the most beautiful race in the world? Perhaps, because its atmosphere was unique: waves of people on the Piazza Vittorio during technical inspection, a night start from the ramp, the rush through narrow streets in Upper Italian towns, the long straight at Rimini, turn around in Rome, the Futa and Raticosa passes, a trip back through the human walls via Bologna, Modena and Mantua, to finish on the Via Rebuffone in Brescia.

But it was probably also the most dangerous road race in the world. I stood on the Raticosa pass summit in 1957 as the two leading, 3.8 liter Ferraris passed, one behind the other, driven by Collins and de Portago. Soon afterwards both were out of the race with broken half shafts. Peter Collins escaped without injury, Marquis Alfonso de Portago lost the half shaft with rear wheel at over 200 km/h on a straight lined with people and was catapulted into the spectators. The result: thirteen dead including the likable Spanish Marquis. Thus that Mille Miglia in 1957 became the final race of such name.

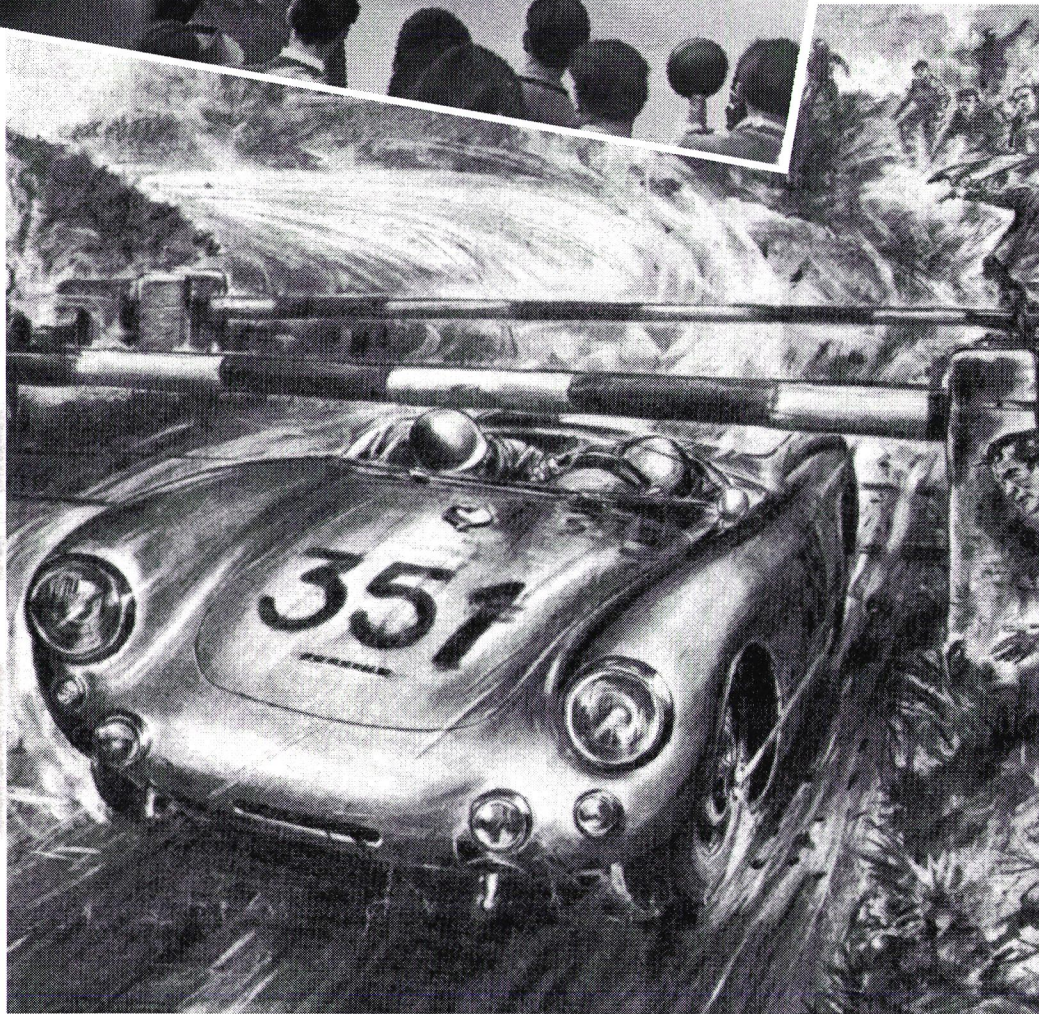
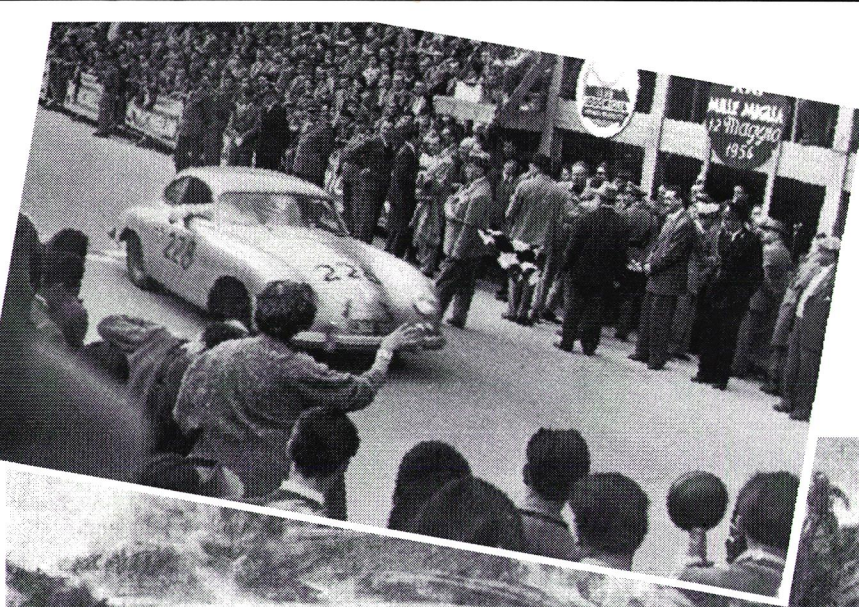
The first Mille Miglia had taken place thirty years earlier, in 1927. The idea came from the well known Italian journalist Giovanni Canestrini and Renzo Castagneto was race boss for thirty years, waving competitors over the finish line personally with his checkered flag. Alfa Romeo dominated the prewar years - with the exception of 1931 when Rudolf Caracciola won with the Mercedes SSKL, that imposing, supercharged sports car created in Untertürkheim when Ferdinand Porsche was technical director there.

The last Mille Miglia was my first as a young motoring writer under way in a 1.3 liter Porsche with photographer Julius Weitmann. At that time one of the first big color race reports was created, an unrepeatable occasion. The Mille Miglia was a race in the hearts of its people and these people went with it. In some years there were more than 500 entrants, from the smallest Topolino up to a 4.5 liter Ferrari. They started at midnight the smallest cars first and another every minute thereafter. Starting time and start number were the same so one always had an overall picture of the race. If a car appeared among the



Anniversary in Brescia: The Famous Mille Miglia was held for the last time in 1957

by Reinhardt Seiffert
From Christophorus
October 1982



one or two o'clock starters bearing number 423 for instance (started at 4:23.11 or perhaps even one of the bolides which had only taken to the course after five o'clock, a murmur would run through the crowd.

Speeds had increased enormously even in the first Mille Miglia decade. The winner in 1927, Nando Minoia in a six made by OM in Brescia, a firm which later built only trucks, needed more than 21 hours and achieved an average of 77.23 km/h. In 1938 Clemente Biondetti in a supercharged, 3 liter Alfa drove almost twice as fast at 135.39 km/h - an average which was only possible when he reached 200 km/h on the straights. Biondetti's record didn't fall until 1953, beaten by young textile industrialist Giannino Mar-cotto. They said that he knew the course by heart because he rushed along the same route daily to visit his mistress via 12 cylinder Fer-rari.

There had been a faster average on one occasion, in fact, but not over the traditional route. It came on a Po valley circuit in 1940. Italy was not yet at war but this was the last major race of the prewar era. The winner, at an average of 166.2 km/h, was Huschke von Hanstein and the later Porsche race manager won in a German car, a 2 liter works BMW 328 with light metal bodywork. It would be 1947 before they continued on the old route with success for Mille Miglia specialist Biondetti and tragic defeats for the already-56 but still fabulously fast Tazio Nuvolari.

Driving a Cisitalia 1100 (the car with Fiat engine which provided the impetus for building the Porsche 356) in 1947 and a two-liter, 12 cylinder Ferrari in 1948, he lost clear leads to mechanical troubles.

"Porsch, Porsch" - this cry was heard at the Mille Miglia for the first time in 1952 when a private 1100 for Prince Metternich/Count Einsiedel won its class, alongside three works-prepared, aluminum 1500 Coupes which made the start. Giovanni Lurani and "Tin" Berckheim won their class and captured a remarkable 46th place overall among 501 cars which started and 275 which fin-

(Continued on page 20)



382 Brücke III
PADOVA
→ nach VW Sicht
4 voll →
10 voll
44 RK voll LK III dann VV
RK II LK II Buttafava
Konsoldeckel →
20 LK III VV II Monsetice
← II
21 RK III
22 RK II
Ende Umgehung ←
23 voll →
32 ↑ schnell →
33 LK III dann voll
36 voll

Bella Corsa 1957

The last classic Mille Miglia started 45 years ago. Paul-Ernst Strähle and Herbert Linge trained hard beforehand (right: Raticosa pass). Many of the Italian spectators greeted the successful Carrera WN-V2 with applause in 1982. It had won its class back then and finished fourteenth overall.



(Continued from page 19)

ished. After that the Mille Miglia had a magic attraction for private Porsche drivers. As early as 1953 Hans Herrmann - with Stuttgart race driver Bauer, later fatally injured - won the 1.5 liter sports car class while Hoesch/Engel beat Helmut Polensky and Belgian lady Gilberte Thirion among the 1300s.

Before the 1957 race Julius Weitzmann introduced me to Paul Ernst Strähle and Herbert Linge in the yard of Porsche dealer Saottini in Brescia. They started in Strähle's 1500 Carrera with license number WN-V2 and won their class with an outstanding 14th place overall. 25 years later, in May 1982, again serviced by Saottini, Strähle/Linge started on the anniversary run in the silver V2. This was the second commemorative event. Adriano Cimarosti reported on the occasion of the first one in 1977, in Christophorus number 132.

Scheduled for three days at an average of 40 km/h, the silver anniversary became a triumphal procession of Mille Miglia competitors from bygone days. Herbert Linge said afterwards, "I didn't know that we were so well known, Young people in the Upper-Italian towns knew our names and our car as if the last Mille Miglia had been held only yesterday."

For Herbert Linge, the career as a factory race driver at Porsche began with the Mille Miglia. The young race mechanic was assigned as copilot to Hans Herrmann in 1954, to make sure that the brand-new Spyder 550 made the finish. The four cam



("Fuhrmann") engine passed its test too: Herrmann/ Linge finished a sensational sixth in a race dogged by rain, averaging 126.9 km/h. Overall winner, Alberto Ascari in a 3.3 liter Lancia, achieved only 139.64 km/h. The precautions proved wise when the soaked ignition system struck on the Futa pass and Linge got the engine running again.

This was the race which produced the famous railroad crossing tale. "We approached the crossing much too fast," Linge says, "just at the moment the gate was closing. Hans Herrmann pushed my head down by hitting me on the helmet and we drove under the nearly closed gate like a submarine." In that same race Christophorus founder Richard von Frankenberg and Heinrich Sauter won the 1.6 liter class in a 1500 Coupé. Everyone was talking about Porsche but there



Bella Corsa

1957

Umberto Maglioli was class winner with the Spyder RS 1500 at the sensational average of 142 km/h. Heinz Schiller from Switzerland placed a private Spyder (middle) eleventh. To comply with regulations each Spyder received a primitive top but they were driven open, even in the rain.

was strong local competition as well from the 1.1 liter Oscas which went to the start in great numbers, driven by fearless Italians usually blessed with extremely good knowledge of the route.

Knowledge of the route was impor-

tant on a Mille Miglia with its countless village passages, curves and turnings. The first pace notes in race history were created from hand signals Herbert Linge passed to Hans Herrmann along the way. Precise data on the route, with information on direction and curve speeds, shift and brake points, were all recorded. "On wrapping paper," Herbert Linge says, "so they wouldn't dissolve from the rain in the open Spyder." 1955 was the memorable year when Stirling Moss and bearded codriver, the journalist Denis Jenkinson, driving a Mercedes Benz 300 SLR, took only 10 hours and 7 minutes to set a record average of 157.65 km/h which will stand for all time. The era of the great Porsche race cars came too late for the Mille Miglia - although in time for the final editions of the Targa Florio, second of the traditional Italian races. In the Mille Miglia, a 157.65 km/h average means top speeds around 300 km/h. The Moss record could not be claimed, even by the Ferraris. In 1956 there was rain and in 1957 Collins and de Portago who might have broken the mark both fell out.

The 1957 winner was back again in 1982: Piero Taruffi, now 76 years old. He won in 1957, driving a 3.8 liter Ferrari in 10 hours, 27 minutes (152.63 km/h). Eyewitness reports from those days say that Wolfgang Count Trips, likewise in a Ferrari, could have passed Taruffi's car which was no longer running cleanly. Trips, a true knight of the steering wheel, didn't do it.

In 1956 Porsche tried to run up front, using two RS Spyders for Hans Herrmann and old Italian Mille Miglia warrior Giovanni Bracco but both cars dropped out with ignition and brake problems. In 1957, however, they were successful again in the last Mille Miglia. Umberto Maglioli, who later scored many successes for Porsche (including two overall Targa Florio wins) finished fifth with an RS 1500 tuned to 148 HP, taking 11 hours and 14 minutes (142.15 km/h). Swiss driver Heinz Schiller in a private 1500 RS finished eleventh, Strähle/Linge 14th. Maglioli and Schiller drove alone, as permitted in the rules, to save weight.

That sort of thing was not necessary in 1982 however. The 40 km/h average seemed far too slow for many participants in this anniversary run until they discovered that each stage could be driven as fast as you liked provided you stopped no later than 100 meters before the finish line and used the time gained for a coffee break. The finish itself had to be approached with extreme precision. The organizers had introduced scoring to the tenth of a second. This time the V2 pair were a little too fast. Paul Ernst Strähle, today as then a Porsche dealer in Swabian Schomdorf, only said, "we still need some practice on that."



Here it is; six years and 31 issues later and I'm still happily pounding out the Auspuff Roar. Perhaps it's time to reflect back a bit and recognize the people who made this all possible.

At our last Holiday Party I was honored with the Motor Cities Gruppe "Helping Hands Award" which recognizes one of our members for his/her efforts that benefit the Gruppe. Upon hearing my name called I was genuinely surprised, and the first thing that came to my mind was how many people were involved in "my" efforts.

It all has to start with Fred Sheill, the longtime Gruppe President and first editor of our publication. As an interesting side note, when Fred was handing over the reigns to me as editor we decided that the newsletter needed a name. Until then it had just been called the "356 Motor Cities Gruppe Newsletter." We got word out to the members of what we were up to and that they should bring suggestions to our next dinner meeting. When the subject was brought up Vic Skirmants yelled out "Auspuff Roar!" We all looked at each other and collectively thought "Wha...!?" He then explained that in German *Auspuff* means "exhaust" and the word *Rohr* means "pipe". By changing *Rohr* to "roar", we would have a nice play on words. Funny thing, the name was so clever that not one other person officially offered up their suggestions, and some of them were pretty good. And so the Auspuff Roar as we know it was born.

One other thing should be made perfectly clear: **this is by no means a one-man show**. The people who have dug in and contributed to this

ongoing project have done so willingly and with great enthusiasm. When I became the full time editor, Fred Sheill and Barb Skirmants handed me literally hundreds of copies of other club publications, and the one consistent thread within all of them was a cranky editor with same column every month: "If I don't get a little more help around here..." or "This is a lot of work by myself..." etc, etc. I vowed then and there to never berate our members with threats of giving up the "job" (as these editors saw it) if they didn't "give me a little more help." Undaunted, I felt the way to get people involved was not through a nasty column in the newsletter, but by asking people for help over the phone and in person at events. It was easier than I imagined. I quickly realized that many people are willing to contribute, you just have to ask them individually. Some of the best Auspuff articles have come from people who initially said "Geez, I'm not really a

writer." When I pointed out to them that I wasn't really an editor, and if they wouldn't tell anyone then I wouldn't either, the article was soon to follow. It was usually handed to me with a warning like "It's not very good" or something similar. I'd always get about ten phone calls complimenting the issue and especially that article. Go figure.

The list of contributors to both the club and the newsletter over the years is huge. Not all of the following people are still members and some have even passed away, but the articles or pictures that they contributed, or the event that they hosted and we announced and then reported on were and still are what makes this club and publication what it is.

Here goes, in no particular order: Dan Christie, Barb Skirmants, Vic Skirmants, Fred Sheill, Bonnie Sheill, Ron Roland, Karen Roland,

How About a Little Recognition Over Here?!

By Sebastian Gaeta



Gottfried Hogh Photo

I would like to publicly recognize them. Barbara Skirmants is so on top of our membership database that it is mind boggling. Thanks to David Peterson's computer skills and Barb's efforts, our database is nearly flawless. Getting issues returned because of an incorrect/old addresses is almost unheard of. Not many other clubs (car, stamp collecting, gardening—whatever) can boast this type of efficiency. Thanks Dave, thanks Barb. Gottfried Hogh's photographic skills have transformed a pretty good idea into an artistic adventure each issue. If it's a good picture, he probably shot it. As the Art Director of this publication he has worked tirelessly to improve the quality of the graphics and layout. Thank you, my friend.

Gerald Van Vliet bills out our advertising for each issue, plus he writes the checks to handle the printing and postage costs and all other matters of business. Keep it up, Gerald. (By the way, the name Gerald is pronounced with a hard "G", NOT as if it were pronounced "Jerold".) Ted and Lanita Dunham handle the distribution. They receive the newsletters from the printer, apply the labels and postage to each one and then mail them out. A big job that is always handled quickly. Thanks, guys!

Lastly but not least....Mr. Richard Hinson. This man kept me going in the right direction early on and has contributed to nearly every issue we've published. Believe me, when you are staring at 28 blank pages and you know you can count on 4 to 8 quality pages of motoring delight just by making one phone call, you feel as if you have a running start. I'd still like to know what "cogniscenti" means, though!

I may have been recognized individually for this publication, but it is a "Gruppe" effort all the way. Let's keep up the good work!



Bill Block, John Chatley, David Peterson, Barbara Peterson, Dave Zonneville (Stoddard Imported Cars), Bob Peterson, Michael Heilmann, Maureen Heilmann, Shirley Gobba, Dick Gobba, John Thomson, Carroll Thomson, Tony Berry, Chuck Stoddard, Rich King & Thom Kearns (Cleveland), Chris Braden, Tord Smedberg, Len Hanson, Linda Hanson, Bill Demeter, Jean Demeter, Tom Downey and Jan Downey.

There are a few of these people that I would like to give a special thanks to. They have spent considerable amounts of time in the production and distribution of the Auspuff, and

“The list of contributors to both the club and the newsletter over the years is huge...”

Autumn Scenes





It seems that every Fall we 356 owners from the Midwest do everything we can to squeeze just one more day out of the driving season. We all know the feeling of that 4th or 5th "last drive of the year". In a good year, Autumn's golden rays work their magic to stave off the winter chill, giving us yet another "last drive". SPG





356

Munk's Motors 356 Clinic

Saturday October 12, 2002

Time: 10:00am. to 3:00pm.

Food & Refreshments will be provided

Special Guests:

Vic Skirmants & Ted Dunham

The Clinic will cover:

**Adjustments,
Carburetors, Ignition,
Timing, Fan Belts,
Brake Bleeding,
& Storage.**

**P.S. R.S.V.P. via email to chris@munks.com for special arrangements
if you would like Vic or Ted to use your car for one of the demo cars.**

**Munk's Motors
3080 W. Huron (M59)
Waterford MI, 48328
248-681-8081
www.Munks.com**



Annual Motor Cities Gruppe Holiday Party Sunday, December 1st



To be held at the Oakland County Sportsman's Club at Waterford Hills

There will be an official announcement at a later date, but the Tentative schedule is as follows:

3:30—4:30 Appetizers and beverages

4:30—5:30 Live Auction

4:30 till 7:30 Silent Auction

Please arrive before 4:30 so we can include your item in the auctions. Please bring one item for the live auction. Any other items you bring are welcome and will be put into the silent auction. Our members have been extremely generous over the years with their donations, and this format of a one hour live auction and a continuous silent auction worked great last year so we'll try it again.

Please RSVP to Barbara Skirmants @ 586-558-3692 or
skirmants@comcast.net

MOTOR CITIES GRUPPE
4070 BROOKVIEW COURT
ANN ARBOR, MI 48108

AUSPUFF ROAR

INSIDE THIS ISSUE

Ferdinand Porsche and the evolution of the 'people's car'

In 1938, Dr. Ferdinand Porsche designed his prototype of a future "people's car" for the German government. It was a 1.8-liter, four-cylinder, front-engine, rear-wheel-drive car. The design was the result of a competition held by the German government to design a "people's car" for the German market. The car was to be a four-door, four-seater, with a top speed of 100 km/h (62 mph) and a range of 1,000 km (621 miles) on a full tank of 40 liters (10.6 gallons) of gasoline. The car was to be built in a factory in Wolfsburg, Germany, and was to be sold for 49,000 Reichsmarks (approximately \$1,200 in 1938). The car was to be built in a factory in Wolfsburg, Germany, and was to be sold for 49,000 Reichsmarks (approximately \$1,200 in 1938).

