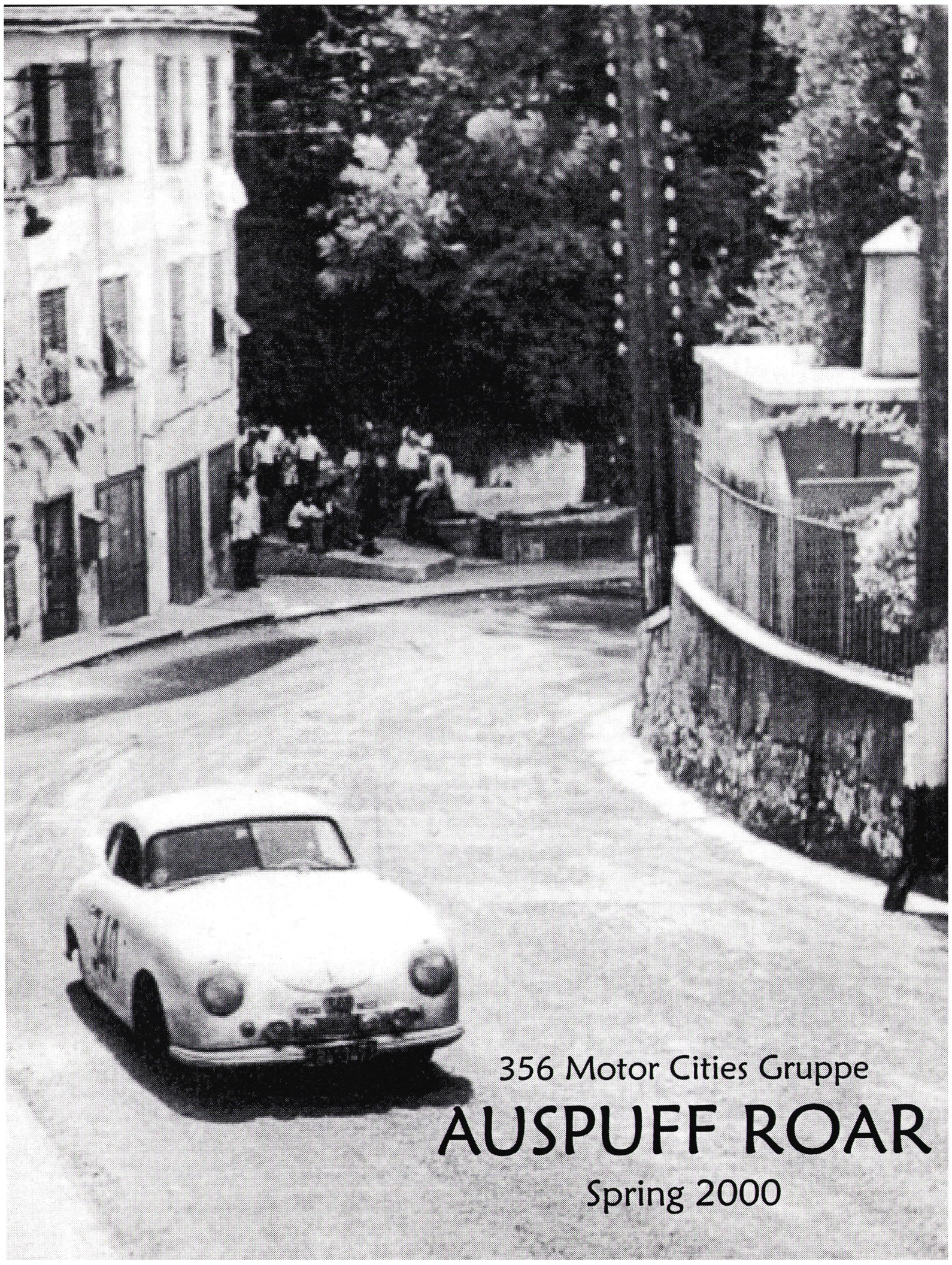




356 Motor Cities Gruppe

AUSPUFF ROAR

Spring 2000

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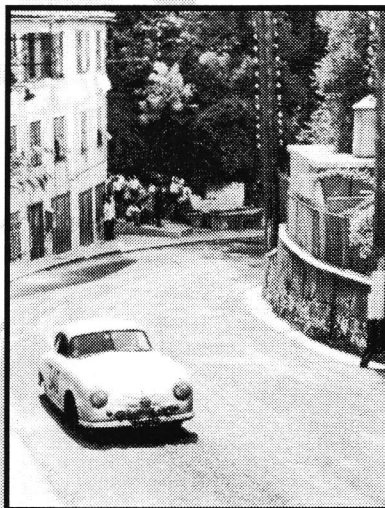
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ON THE COVER:



An early split windshield 356 letting it all hang out during a race on what is obviously a public road, Miglia or the Targa Florio.

The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published quarterly. Membership dues for the Motor Cities Gruppe is \$10 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—\$40, Full page—\$65. Please send membership dues to Barbara Skirmants 27244 Ryan Rd, Warren, MI 48092. Please send any materials to be published or advertising copy to: Sebastian Gaeta 4070 Brookview Court, Ann Arbor, MI 48108



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Think Spring! As you read this, I am still basking in the sun of Florida. The two months we spend in the south each year is a great way to make the winter go by fast. We are hoping to connect with some Florida Owners Group (FOG) activities and even a vintage race at Sebring during our stay in Florida.

This winter many Gruppe members were (are) getting ready for driving season by outfitting their Porsches with the Yokohama 185-70 series tires from Discount tire. This size and design seem to be perfect for the 356. The taller tire results in somewhat lower engine rpm's for more comfortable

now on a fixed income, I have decided to have my 60 series tires recapped. I figure that the use of a good heavy truck type tread over the top of my Dunlops may result in a 195/90 15" tire! We settled on the "Eighteen Wheeler Truckstop Challenger" tread design. This tread may be a somewhat noisy, but will result in the tall tire we need to enable us to keep up with the rest of the gang.

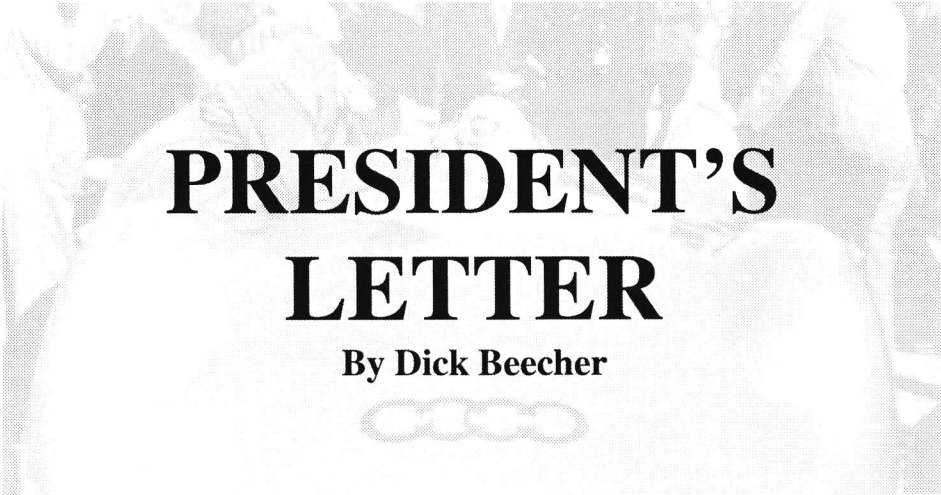
On a more serious and sensible note, our membership meeting in January resulted in some good discussions regarding our club activities for this year. Many of the event dates have been established and appear in

issue we will have an ad with pics and even more information.

We have not attended many Registry Holidays as it always seems that they are at the wrong time or too far away. This years East Coast Holiday in Roanoke, VA in September seems like it will fit the schedule nicely and we have already made reservations to attend this as well as the Watkins Glen Fall festival the weekend before. This may result in a two week 356 trip. Diane enjoys the Watkins Glen four day excursion, but two solid weeks of Porsches and car events may stretch the limits of her endurance. She still talks about a trip I convinced her to take in our new 944 to the Elkhart Lake Historic races. It was she and I and three other guys talking cars at breakfast, lunch and dinner. The trip was a benchmark for her as she always refers to it as "the most boring time of my life". Regardless of the logistics, I plan to attend the Holiday and will look forward to seeing many of our Gruppe members there. Speaking of Registry Holidays, we received an announcement that the registration fees published for the East Coast Holiday 2000 in Colorado were innacurate. If you have already registered or plan to register, please contact them to get the correct information

Let's get the cars ready and I'll see you at the first Spring event.

Dick Beecher



PRESIDENT'S LETTER

By Dick Beecher

cruising on our long distance events. Alas, I procrastinated, and when I went to buy my tire they were sold out. I imagined the Gruppe touring to Watkins Glen at 80 mph with their engines turning at an effortless 2200 rpm with me trying to keep up with my engine screaming at 4800! In light of the end of production of these tires by Yokohama (in spite of what you have repeatedly read to the contrary in this very publication!), and the fact that we are

the calendar on page 5 while other events, such as garage tours, will have special notices mailed prior to the date of the events.

Also, Barbara Skirmants will soon have available 750ml Meadow Brook Holiday Event wine bottles. These bottles will be \$45.00 + shipping (if applicable). You can call Barbara at 810.558.3692 or email her at skirmants@home.com . Next

Price Reductions!

In Stock Items At New Lower Prices!

Part Number	Description	Price
930.100.901.04	Lower gasket set, '78-'89	\$ 47.48
964.100.902.00	Top gasket set, C2-C4	\$184.32
911.100.905.00	Engine gasket set, '72-'73	\$182.85
930.100.907.03	Top set, '78-'83	\$191.75
930.100.907.04	Top set, '84-'89	\$249.10
911.100.907.05	Lower Set, '74-'77	\$ 47.78
930.100.908.02	Top Set, '78-89	\$283.39
993.101.135.00	Inter. shaft brng shell, '70-'89	\$ 5.25
993.101.137.00	Inter. shaft brng shell, '70-'89	\$ 4.43
930.102.206.00	Flywheel bolt, '78-'89	\$ 1.99
911.105.222.05	Slide rail, '65-'89	\$ 3.70
911.105.222.06	Slide rail, '65-'89	\$ 3.70
911.105.529.50	Timing chain, '65-'89	\$ 36.23
930.107.040.01	Collapsible Oil Tube	\$ 25.82
964.351.041.02	Brake disc, '89-'94	\$ 98.51
923.332.032.00	CV joint, '75(late)-'84	\$ 84.85
993.351.939.01	Brake pads, '95 993.fr awd	\$120.30
964.351.939.03	Brake pads, '84-'89	\$ 63.30
911.351.950.06	Brake pads, '75-'83 A cal	\$ 49.92
965.352.939.04	Brake pads, C2-C4 T., rear	\$ 83.14
911.352.950.04	Brake pads, '65-'75, fr '84-'89 r.	\$ 49.92
911.355.011.12	Master cylinder, '77-'89	\$113.33
930.503.055.01	Spoiler lip, front, '76-'89	\$417.85
911.511.331.01	Hood shock, '65-'89	\$ 9.10
911.512.331.02	Rear hood shock, '65-'89	\$ 14.24
911.799.505.63	Bumper bellows, '74-'89	\$ 27.67
911.799.505.64	Bumper bellows, '74-'89	\$ 27.64
911.799.505.65	Bumper bellows, '74-'89	\$ 27.64
911.799.505.66	Bumper bellows, '74-'89	\$ 27.64

Porsche has recently announced price changes. The good news is that many parts prices are now lower than before. Featured above are some examples of parts we carry in stock with the new prices. These are OEM and carry Porsche's full two year parts warranty.

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Teileschwaben

It's that time of year again. Winter is loosening it's grasp, spring is creeping in and all the Porsche enthusiasts are gearing up for another season of Swap Meets, Rallies, Parades and other Porsche events.

Here is our friendly reminder to all of our Porsche friends to reserve your space early to avoid disappointment. We expect the attendance to be bigger than ever this year.

As always you can buy or sell your Porsche product or just show off your cars and admire others. The selection of Porsches and Porsche parts and memorabilia is impressive.

Vendor spaces are 10' wide by 20' deep. The cost is \$15.00 in advance. Preregistration is necessary due to the popularity of the event. Gates open for vendors at 7am and at 8am for the general public. Call: 440-951-1040 or 1-800-342-1414

In conjunction with Stoddard's Teileschwaben, the Midwest Porsche/VW Literature, Model & Memorabilia Meet will be at the Travelodge Hotel-Mentor, Ohio (1/2 mile from Stoddard) Friday, June 9th, 6pm to 10pm. For more information on this event call Myron Vernis at 330-836-4770.

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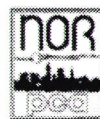
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→ Payments must be received by May 10th.

MOTOR CITIES GRUPPE CALENDAR

MARCH

21st—Membership Dinner at the Brass Pointe restaurant on 10 mile and Orchard Lake Road. Starts at 6:00 PM.

APRIL

22nd— Hershey, PA all Porsche swap meet. The largest in the world!!

MAY

16th—Membership Dinner at the Brass Pointe restaurant on 10 mile and Orchard Lake Road. Starts at 6:00 PM.

JUNE

4th— Spring Tour. Hosted by Sebastian & Narmeen Gaeta. See ad on page 11.

10th—Stoddard all Porsche Swap Meet.

18th— Eyes on the Classics.

23rd-25th—Mid Ohio Vintage Gran Prix and Saturday Night Skirmants BBQ

JULY

6th-9th— Registry West Coast Holiday, Durango, CO

18th—Membership Dinner at the Brass Pointe restaurant on 10 mile and Orchard Lake Road. Starts at 6:00 PM.

19th-23rd— Chicago Historic Races at Road America

AUGUST

5th-6th—Waterford Historic Races

19th—Woodward Dream Cruise

TBD—Family Picnic

SEPTEMBER

8th-10th—Watkins Glen Vintage Gran Prix

14th-17th— Registry East Coast Holiday, Roanoke, VA

19th—Membership Dinner at the Brass Pointe restaurant on 10 mile and Orchard Lake Road. Starts at 6:00 PM.

OCTOBER

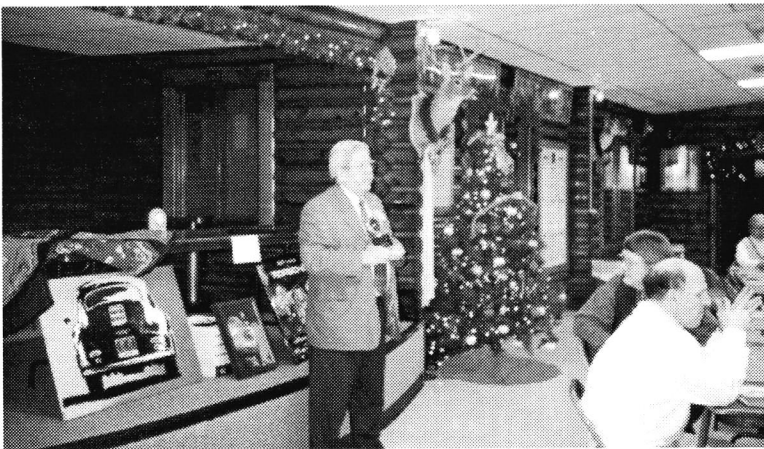
TBD—Fall Color Tour

NOVEMBER

21st—Membership Dinner at the Brass Pointe restaurant on 10 mile and Orchard Lake Road. Starts at 6:00 PM.



1999 HOLIDAY PARTY



2000 Los Angeles Porsche Literature & Model Swap Meet

By Michael Heilman

If you have just completed the restoration of your 550 Spyder and are looking for the chronograph the factory gave out at the Mille Miglia, then look no further than the Annual Porsche Toy and Literature Swap Meet held in Los Angeles, California. This gathering of the faithful is a must for the serious Toy and Literature collector. The sheer variety of items available is truly incomprehensible. Do you need a 959 workshop Manual? It was there. Do you want the Christmas ornament given to Porsche employees at the 1998 Reno Christmas party? Sorry, it's not available because I bought it for my brother. On the other hand, anything that you could possibly collect is available at this show. Hundreds of dealers from all parts of the United States and even Germany gathered January 29, 2000 at the Los Angeles Hilton ballroom for buying, selling and trading. Posters, rare NOS parts and outstanding reproductions make this show an event on every enthusiast's calendar.



Virtually every rare 356 toy, model or sculpture was presented for sale. I purchased a "brand new" Dinky 356 A in a box. The amazing thing is that it has not been played with for over forty years. I have two other Dinkys in my collection and this was a color variation that I had not seen before. Prices at this event are not for the faint of heart. A breathtaking 1/8th scale 550 Spyder was priced at \$2800. It featured details that would make it hard to distinguish from the real thing in a photograph. A coiled dealer's key ring with a spare key was dangling down from the lock. The photo-etched parts completed this very special piece imported from Germany. Perhaps you would rather

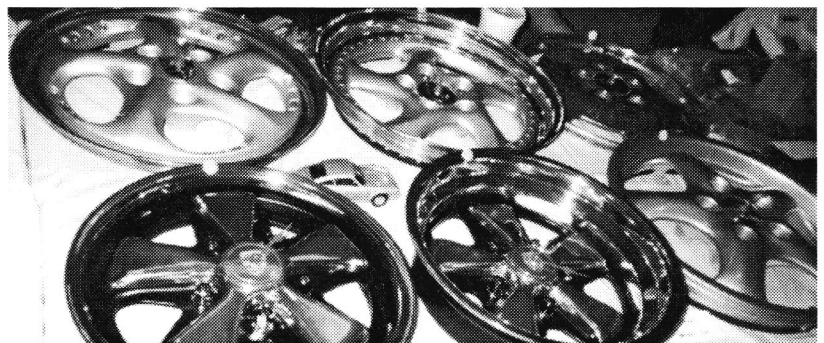
have a Barbie Boxster painted in your car's color with an electric top. The Detail Connoisseur can provide one for you in six to eight weeks

In addition to the vast sea of literature, most Porsche books were also available. A signed Boxster design portfolio was available for \$900. It had prints signed by the design team from Porsche A.G.

E.A. Singer sold rare 50's vintage hankies that sported our tubs in colorful European scenes. Matching dinner plates ranged from \$500 to \$750. I have never seen these particular plates anywhere else in the world. The commemorative pieces pale in comparison to the rare pieces.

Prescott Kelly was showing photographs of a couch made from the front half of a black 64 C Cab that would look perfect in my office. It had two red leather upholstered seats in it and one could even watch the Superbowl from this most unusual piece. He thought it had been made for TV duty and no, the back half did not go with the car. What do you expect for \$12,500?

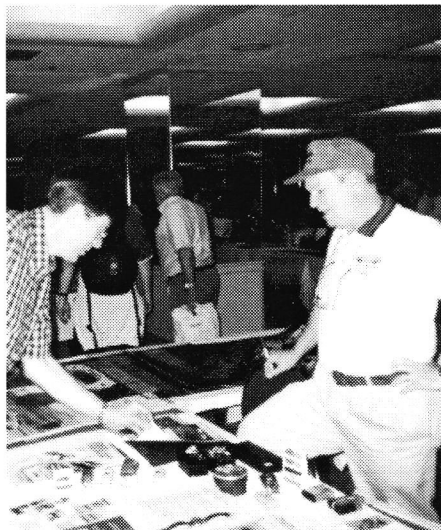
Perhaps you missed the article in





Road and Track on the "Paxton Porsche". This rare car was built by Bill Paxton of the supercharger fame in the fifties for his own use and enjoyment. It is being restored for an upcoming Parade and the owner was looking for more information on the car. He really had a nice display for his pride and joy. It had a fully retractable hardtop that lowered into the trunk, and a flat four engine to power this luxury tourer. The styling can only be described as a Packard Clipper that had been left in an industrial dryer too long. The unusual competes for your attention with the one-off.

There was a sizable focus of VW products on display as well. The majority of these pieces were toys I had never seen before. They ranged from Tin Biscuit VW boxes to German language New Beetle brochures. Anything from the old EMPI company looked to be worth its weight in unobtainium. Rusty EMPI badges crowded out nicked up shift knobs bearing the old EMPI logo. This is the kind of show that reminds one to buy it when you see it because you may never see it again. I was there a number of years ago and saw Valve covers from the ill-fated Indy car project. Now they don't sell those at Bill Cook's parts counter anymore!



Local attendees included Barb & Vic Skirmants, Jim & Ted Dunham, John Denyer and Vic Rivera. 356 Registry members met later that afternoon at the Dunkel Bros. Facility for a tour of their extensive Porsche collection. Peter and Cheryl Dunkel have been collecting Porsche memorabilia for many years. Beyond their diecasts toys is a virtual shrine to Stuttgart. How many of the faithful have a Porsche design toboggan? Have you ever seen a Porsche design Ski bike? Peter generously showed us his hospitality and his enthusiasm for the marque. I met a fellow from Germany who remarked, "isn't America a great

country? In Germany a man would charge ten dollars eintrit (admission)". Indeed Peter and his wife were very gracious hosts treating Registry members to pizza, beer and pop. Peter and his brother are in the machinery moving business and are active club members as they hosted the swap meet the next day on the grounds of their facility.

The bounds of this hobby are not limited to firing up the "C" for a breakfast run to Denny's. This show reminds one that there are vast stores of knowledge within our fraternity. Registry members are always willing to share information and tips. For instance, I didn't know that the Stelco 914 also came in Black & White in addition to Neon Pink. Wayne Callaway set me straight on that score.

If you would like to add a toy or two to your collection, this is the place to go, but the night before the Stoddard parts swap in Cleveland there is a smaller show put on by Todd Wingerter and Bill Ramsey. This is a new event and is gathering steam. See you there!



Clockwise from above: Dunkel's Jr. tractor, the Michigan boys relax, early split window 356, a type 904 (Carrera GTS)



Thanks goodness the sun has been playing hide n'seek this winter.

Those of us who suffer from Sol Deprivation are usually not very pleasant to be around about this time of year. I think surly, pouty, and cranky best describes our personality in February and March. We get so depressed that the most we can accomplish is to live vicariously by reading, watching Speedvision or spending Saturday morning at Neil Goldberg's **Stuart Tool** in Troy and be mesmerized by the progress of the latest project on the hoist or picking on one another. But there has been more than our normal allotment of sun so far which translates to high spirits.

We started this winter with lots of good intentions. The anal amongst us even made lists of things to accomplish.

It ain't too late. If Gaeta gets this issue in your hands as planned there's still about six weeks of either hands-on activity-tinkering or polishing if your garage is heated-or planning "things to do" when the snow and salt brine has left the road. May I proffer a few things for consideration...

The Garage Floor

Mundane topic. But one that can have an impact on rust in the under carriage.

Over the years I've been lucky to have had a heated garage with hot and cold water and a drain in most of the houses I've lived in. This allowed me to wash off the salt in the wheel wells and underside and keep the cars quite clean. But condo living doesn't provide such luxury. I haven't been able to determine how to put a heater in the garage without incurring the wrath of the condo as-

sociation let alone adding hot and cold water and a dry sump drain.

For most of us, anything more than two cars can be a problem. The summer or pampered car takes up one space and the other is the donor car ... that's the one that brings the salt and crud into the space. And this puts us squarely in a catch 22 situation. At night clumps of sludge drop off and waft salt brine everywhere, even onto the tools in the tool box 15-feet away. If you have a heated garage and don't wash the floor regularly it can be even worse. Body shop guru's like Larry Smith of **Autometric** have

pointed out that the heated garage and the brine can work in insidious ways even expediting the chemical reaction. It's like leaving a car in Florida in your garage near the ocean. It's going to rust. Count on it.

The collector car sits there and absorbs the salt brine. It's in the upholstery, and headliner. Unless of course, you were prescient and put the car in one of those sealable car bags dubbed the Car Sack, that Larry Fischer sells out of Bath, MI or the inflatable zipper bag that Goldberg had his black Speedster in last year.

(Continued on page 21)

Just a Few More Weeks....really

Richard Hinson



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SPRING TOUR!

**SUNDAY, JUNE 4TH
ANN ARBOR, MI**

Hosted by Sebastian and
Narmeen Gaeta.

Meet at our home in Ann
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at 10:00 AM. At 10:30
we'll leave for an exciting
day of touring roads much
like the ones you see to the
right!

After a bit of driving, we'll
stop for lunch at a local
spot. From There we'll go
on to Yesterday's Collec-
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fax you a map.



DIE GRUPPE

THE ELEVENTH ANNUAL COLORADO GRAND

BY GARY MOSCHETTI

I'm sure most of us have heard of The Colorado Grand --- a gathering of old sports cars which, every autumn, cuts a thousand mile swath through the Colorado high country. I'm also pretty sure that not too many of us have actually seen The Grand, at least not on purpose. This isn't surprising because the route, dates and times are kept secret. True, The Grand lists a phone number in a few magazines, but in fact the organizers try their darndest to be stealthy and they are generally successful...

If the cars involved were just ordinary old things I'd seen a thousand times or knew perhaps too well, I'd let them have their victory of secrecy. That, however, is not the case. The cars in The Grand, and what these people are doing with them, will leave even the most eloquent enthusiast without better adjectives. Name a vintage sports car you've always admired and wanted to see in the flesh; it's probably there. But that's not the half of it. These things are being driven,

on public roads mind you, in conditions bordering on the surreal. Think of it: a mountain drive on good roads at the most beautiful time of the year, no speed limits, with the blessing of a Colorado State Patrol motorcycle escort!! No wonder these people don't want us to know where they are!

So, just finding The Grand becomes part of the fun. Lunch at Zack's BBQ in Hotchkiss seems to be a tradi-

tion for the event. Every year my brother-in-law, Byron, who lives in Montrose, conducts a little search into narrowing down the date. Without revealing sources, he was successful again this year and we found the group at the Fairgrounds in Hotchkiss. We arrived a few minutes before the cars started coming in.

Sharon and I had driven nearly three hundred miles to get there, but in a modern car





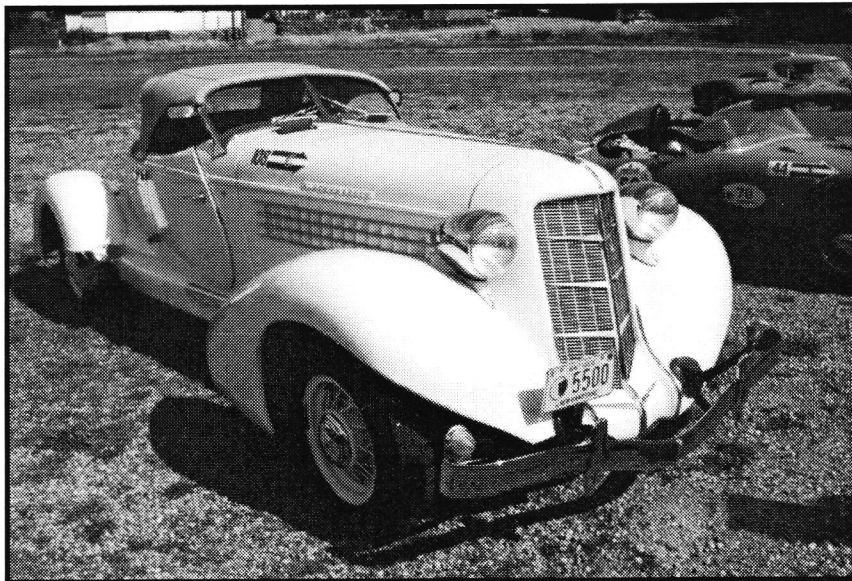
that's no big deal. Those in the event were quite a contrast. Leather helmets and aviator goggles drawing raccoon faces on grown men and women. Red paint streaked with bugs, rain, dirt, oil and the unmistakable V-shaped spatter and color of cow pie. I took pictures of 36 cars and realized not even half the field had arrived. You could hear them coming, some with open pipes, the unearthly bellow of a Blower Bentley jumbled with that wonderful tearing sound of tiny Ferrari

pistons. An Auburn Boattail Speedster gliding by with a precise supercharged whirr that seemed too delicate for the size of the car.

The townspeople react to the spectacle in some interesting ways. Usually, the schoolchildren are let out to see the event while the owners encourage the kids to sit in the cars and see something different. This year the kids weren't there and I heard several owners ask about their ab-

sence. Of course it would be impossible not to notice such a strange parade. The locals notice but most are simply not interested. Some ignore the ruckus while others come by for a look. One young man in a TR-3 drove in and parked next to a Ferrari California, sat for quite a while then left without getting out of his car! Another, in a '70's-ish and very purple Barracuda with glasspacks drove through, stopped a couple of times and each time he stopped, would

rev his engine mercilessly. About the third time he did this, the entrants now out of their Bugattis, Maseratis and Jaguars cheered and applauded, a gesture so friendly and disarming that the guy left!! He didn't get out of his car, either! I met a small group of retired pilots who said they were building an airplane and had come over for a look. The entrants changed plugs, added oil, ate BBQ and prepared for the next leg. Smiles were everywhere. No effort was made to remove bugs or dirt.



Zack's did some "plus" business, the Conoco sold a lot more high octane than usual and it was over. Poof. Which left about a dozen of us standing in the empty Fairgrounds, fixed in place by the sudden exodus. As if in denial, no one moved or spoke. A distant but distinct crackle of open V-8 side pipes made its way up the hill and out of town, toward the Black Canyon. Seconds later but by then much further away, the same pipes answered to full throttles and yelled their way down a long straight through which we had passed about an hour before. The sound went into the afternoon and was gone. Someone said, "Cobra" to no one in particular.



Driving toward McClure Pass and home I couldn't help but wonder what it was I had witnessed and why I was eager to see it again next year? How can it be that this many obviously wealthy people can put their egos and attitudes so com-

pletely aside? The entrants' list was a who's who in the sports car world; Miles Collier, Bob Seiffert, Bruce McCaw and Augie Pabst, Bob Sutherland and yes, Jerry Seinfeld was there, too. But far more attention was paid to his GT Speedster than to him. He didn't seem to mind. Everyone's interest was (correctly) placed on the cars, not the people. From all ap-

pearances, this was the genuine article and these were True Enthusiasts- friendly, conversant and ready to admit they were as much a spectator as anyone else.

Obviously, the event is more Oshkosh than Pebble Beach. The result is that the cars come to life. As they do, there is the sense of being reintroduced to all the reasons we fell in love



with sports cars in the first place. Although none of us may be sure what those reasons were, there they are again just a few away, cooling down, smelling of hot oil and rubber and gasoline and making those "tinking" sounds that come in such an honest way.

But beyond the sounds and smells, fit, finish, colors and shapes that will forever look

"just right" The Grand reminds us that these wonderful machines still exist, they still can do what they were designed to do and they are still beautiful. They are magic. And for that, ownership is not required.

(REPRINTED WITH PERMISSION FROM THE *OVERSTEER*, NEWSLETTER OF THE ROCKY MOUNTAIN 356 PORSCHE CLUB)

Clockwise from opposite top:

All the way from New Hampshire, a 1935 Auburn 851 Boattail Speedster driven by Bud Lyon and Bill Neale.

Three Gullwing Mercedes' and two Jags.

1959 Ferrari 250 Testa Rossa driven by John and Gwendolyn McCaw with camcorder in tow.

1935 BMW 328 Roadster owned by John and Betty Fitzpatrick

It was now 1949 and the Porsche firm had signed an engineering consulting agreement with Volkswagen, as well as a contract for royalties for each car built at the VW factory. The firm was finally in a position to move a large portion of their operations back to Zuffenhausen. Ferry Porsche, now head of the firm, was extremely busy with the affairs at the offices in Gmünd so he enlisted the help of his longtime friend and schoolmate from Bad Canstatt, Albert Prinzing, to handle the task of determining just when Porsche could move back to Germany. Prinzing would actually play a crucial role in the success of the firm from 1949 to 1955, much more than the history books give him credit for.

Prinzing, a Professor in economics, had served with the German foreign office. This led him to contact Dr. Arnulf Klett, Lord Mayor of Stuttgart in September of 1949. As Lord Mayor, Klett was responsible for rebuilding the bombed city of Stuttgart, and was very hospitable to Prinzing's inquiry's. The original offices of Porsche were still occupied by the allies, but with the help of Klett, Prinzing learned that Porsche might be given back their property as early as July 1st 1950. Hearing this news, Ferry Porsche dispatched a small group of engineers to Stuttgart immediately. Prinzing then secured the use of the

Porsche Villa on the Feuerbacher Weg (pictured at right), the site of the development of the original KdF prototypes. Using the garage and the room normally occupied by the family cook, the engineers referred to it as their "18 square meter Factory". It was only fitting that Porsche went back to its roots in automotive development to begin anew with a car bearing it's own name.

Ironically, this almost didn't happen. Yes, moving back to Germany was of great importance to the Porsche and Piëch families, but building cars was not. Although the type 356 was a critical success, the financial reward of building the 50 some-odd prototypes in Gmünd was less than stellar. Most family members, including Ferry, felt that they would be better off sticking to design and development contracts, their main business since 1931. But Prinzing noticed that because of the royalties

and other contracts they had signed with VW, not to mention the rent they were being paid by the allies occupying their properties, the firm's bank balance had begun to swell to the point that he believed they were in danger of losing most of it to taxes. He felt that they should manufacture something-anything. Should it be tractors? Or water turbines? How about the little type 356 automobile? Ferry actually questioned manufacturing automobiles now that the firm was back in contract with VW. But Prinzing reminded Ferry that it was always his dream to build a car with his name on it, and if he could do it in a sawmill in Austria, he could certainly do it in a real factory in Germany. Now they just had to get into a real factory. The Villa was obviously not the answer, and now they were informed that they could not move into their old offices until September of 1950.

The Return



Left: Albert Prinzing (back to the camera) addresses the Porsche staff in their corner of the Reutter plant on the completion of the 500th Porsche on 3-21-51.

Opposite page: The Porsche Villa that saw the development of both the Volkswagen and the German built type 356

n to Zuffenhausen

By Sebastian Gaeta

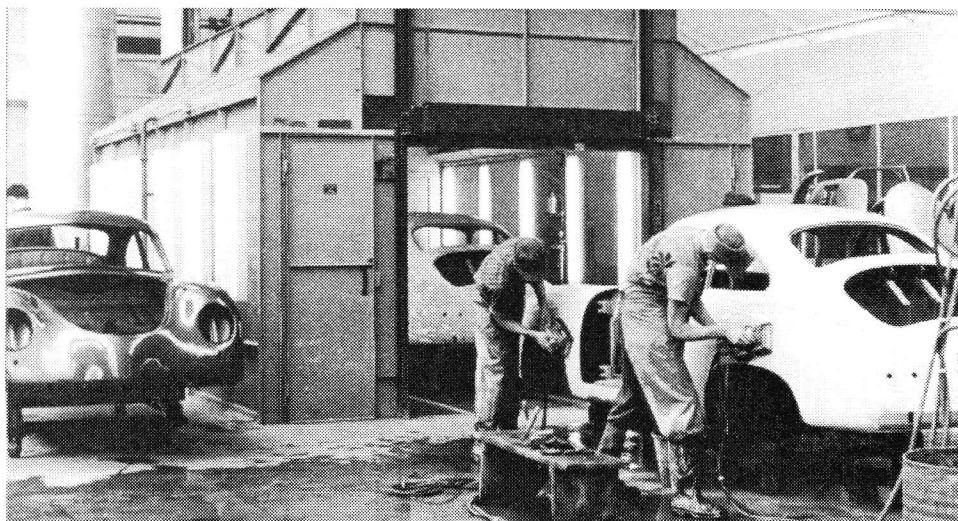


Along came Ruetter to the rescue. The Ruetter firm's relationship with Porsche went as far back as 1932 when they provided coachwork on the Zündapp cars that the senior Porsche had developed. They even built the last run of bodies for the KdF prototypes and the three now mythical and legendary 60K10's, or, Berlin to Rome race cars. Not only did they agree to temporarily rent Porsche 5380 square feet

of space, they also agreed to build the bodies for the soon to be produced "real" Porsche cars. This was a key to Porsche's early success, as contracting Ruetter to build the bodies dramatically reduced the time it took to assemble an entire car, therefore making the auto manufacturing venture more likely to be a profitable one. Using Reutter as the coachbuilder, however, meant the use of steel rather than aluminum to

build the bodies.

So, in November of 1949, Porsche contracted Reutter to build 500 bodies of steel. Said Ferry Porsche of the situation: "The number of skilled aluminum body workers in Germany was so low we felt it was impossible (to build in aluminum). Since Reutter was more adept at building steel bodies, we fulfilled certain wishes on their part. After all, Reutter had been



financially helpful in the start of production. For example, they billed us only 200,000 marks for the tooling when we knew it had cost them two or three times that.”

This agreement prompted Porsche to display a car at the 1950 Geneva Auto Show which was a great success.

Production started in late '49/early '50 in the area rented out by Reutter. This “temporary” rental situation ac-

tually lasted two years as the Korean war broke out and the Americans stayed put. During the transition, and only for a brief time, Gmünd cars and the new “Stuttgart” cars were built simultaneously until all work was transferred to Germany.

While occupying the Porsche Villa, the concept of the car was reworked to make the car easier to mass produce: The front hood was raised and the nose of the hood was made

rounder, the cabin space was widened, the beltline of the car was heightened, they deleted the curved door vent windows, the window sills were lower, there was a more flowing roofline and more rounded flanks. As far as the structure of the car was concerned, the large rear tube behind the front seats was repositioned to allow larger rear seats.

In the spring of 1950 and in order to jumpstart sales, Prinzing and Ferry Porsche took the first “Stuttgart” built car to a large VW Dealer and Distributor meeting. So impressed were the participants that they received 37 firm orders from dealers such as Glöckler in Frankfurt and Ben Pon from Holland.

It became apparent that Reutter alone could not handle all of coachwork, because Porsche’s plans were to build a total of 1,000 cars in 1951. Porsche also wished to build open cars with this new German design. Since Reutter was quite content building all of the coupes it could handle, two other



In March 1950, these men built the First Stuttgart Porsche. From left to right, Karl Schmidt, Hugo Heiner, Alfred Haag, Alfred Waibel, Gustav Wiilfle, Hans Klauser, Herbert Linge, Karl Kim, Eberhard Storz, and Albrecht Braunschweiger.

Top Left: prepping the cars for paint at the Reutter plant, 1950. **Bottom Left:** The first completed Porsche, series 1950. **Bottom, This Page:** Test drivers on the Solitude race circuit making sure the cars are perfect for delivery.

coachbuilders were retained to build at least some cabriolet bodies: Beutler in Thun, Switzerland and Gläser near München.

Beutler had already provided Porsche with Cabriolet bodies on a very limited scale in Gmünd, so they were naturally contacted by Porsche for this work. Gläser, however, approached Porsche who welcomed them as another source for coachwork. As stated earlier, without the burden of building bodies, Porsche could greatly speed up production. Beutler could complete a cabriolet body, including paint, in 450 hours. Reutter completed their coupes at roughly 540 hours and Gläser, unfortunately, took an average of 650 hours to complete a body. Perhaps this is why there were so few of them.

Porsche meanwhile, miraculously built all of these cars in 1950 with

The Role of Ferdinand Porsche in Stuttgart



The senior Porsche, although having passed the reigns over to his son Ferry, was still a presence at the firm after his return from French imprisonment in 1947. His health had deteriorated dramatically from confinement in the cold primitive dungeon, and although no longer able to direct any design work, he was certainly able to offer valuable advice to his son Ferry and Daughter Louise as well as the rest of the firm's employees. He is seen above discussing cylinder heads with a young mechanic named Herbert Linge who later became famous, along with Hans Herrman, for ducking under a closed railroad gate and narrowly missing a train to win their class at the 1954 Mille Miglia.

Professor Dr. Ferdinand Porsche died on January 30th 1951 at the age of 75. Although he died two months short of seeing the 500th car built bearing his name, he knew what possibilities lay ahead for the design and consulting firm turned auto maker he had founded 20 earlier.



only 60 men employed at Zuffenhausen (only 35 in production!) compared to the 200 employees they had in 1946

1951 was a banner year for the little company that could. Porsche and Prinzing never dreamed that their modest little plant would be producing cars at ten times the rate as the year before. The record month that year was March when 88 cars rolled out of the plant, and it was also the

month that the 500th German Porsche was built. The plant shut down for a one hour ceremony on March 21st as a wreath was placed on the 500th car and Ferry Porsche and Dr. Prinzing spoke to the workers and congratulated them on this milestone.

Before the end of 1951 another milestone was reached: the 1000th German Porsche was built on August 28th, 1951. This was just after

the previous monthly production record had been broken in June when 133 cars were built. The year ended with 1103 cars built, exceeding their own estimates.

Porsche was very profitable in these early years because of low expenses and virtually no overhead. "That was our greatest fortune," said Ferry Porsche. "other firms in Germany already had buildings, tools and equipment, but they didn't know what to do with the cars they could make. They had overhead, but no cashflow. We started with cashflow, but we had no overhead!"

I believe the importance of Albert Prinzing in the history of Porsche is tremendous. Without his urging Ferry Porsche to manufacture cars instead of turbines or tractors, we might now think of Porsche as a great design company building one heck of a coffee maker, a la Krups or Braun. Although Porsche is still one of the leading engineering and design firms in the world, it's their cars that make them go.



The 500th Stuttgart car is driven out of the assembly area on 3-21-51.

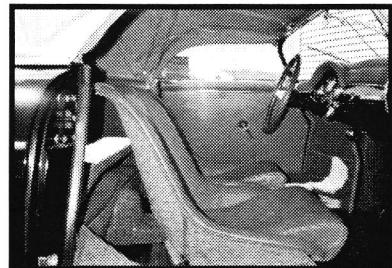
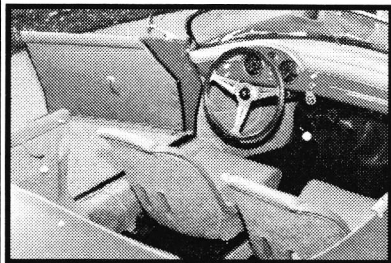
This is part 2 of a multi part series in the basic history of the Porsche company as an automobile manufacturer, starting in Gmünd and ending in 1965. Next issue we will explore the firm's foray into motorsports in the early 50's.

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(Continued from page 9)

'Just a Few More Weeks...really'

(It disappeared after a few weeks, scuttle-butt was it took up too much space and was too fussy to move cars in and out. I suspect that John Denyer had to have it so he could walk into the garage when the passion overcame him and see his 356 jewelry without taking off the car cover.)

You see, John has one of those pristine clean floors in his garage. The kind where you can walk out in your stocking feet and not get them dirty. That's what I want to have again. So I started to ask some questions about the latest technology. This is what I learned from the cognoscenti:

Sweep, blow or vacuum the salt brine up from the garage floor. And wash it down. The washing part you have to wait until the temperature moves up so that black ice doesn't form in the garage and you end up parked in the family room when you come into the garage a little too hot. You can use a powdered or liquid caustic cleaner that removes grease like **Enforcer** or a biodegradable, non-toxic, water-based product like **Simple Green**. If you want to see how it works just pour a cup of non-diluted Simple Green on the salt stain, agitate a bit with a broom and see. Voila!

Then when the weather warms up a bit you can use the power washer you rent to clean the deck and wash the siding to really clean the garage floor.

Older concrete with Rorschach-like blobs of oil and grease will take more work, but again it's using the right ingredients and patience and then let the tool or chemical do most of the work.

Here's what the folks at Simple Green suggested: Take everything out of the garage. And remember that if you get the wall board wet it wicks up the wall and could turn the bottom of the wall board crumbly. So be careful where and how you squirt the water. If the floor is a considerable size, work in sections so the Simple Green does not dry on the floor prior to rinsing. If the Simple Green is allowed to dry on the floor, rinsing will be much more difficult. If drying occurs, re-work the area with hot water and brush and then rinse. This step might need to be done several times on a concrete floor where Simple Green has been allowed to dry.

Wet the concrete with plain water. Spray full strength Simple Green over the section of floor. Stuart Tool has those great spritzer bottles. Allow Simple Green to soak into the concrete for several minutes, again don't allow it to dry. Using either a floor machine with a rotary brush attachment or a stiff-bristle shop broom, scrub and agitate the floor. Pay special attention to distinct grease or oil spots as they may require an additional squirt of Simple Green or 3M Brake Kleen and scrubbing.

Using either a pressure washer or high-pressure hose spray, rinse the cleaned section. Rather than allowing the "dirty" solution (which now contains particles of petroleum) to run into the storm drain, (which goes into open waterways,) it is far better to direct the rinseate onto grass or dirt. This rinseate will not harm grass, shrubs, ornamentals or trees. In fact, the wetting agents in Simple Green will enable water to penetrate the soil and will actually benefit the plants. The indigenous bacteria in the soil will consume the petroleum.

I've also been reassured that any road salts will be so diluted by the time they're rinsed out that they will not cause harm either.

Give the floor a final and thorough rinse.

Unless you're planning on using water based paint allow the floor to dry before doing any painting. Depending on the heat and humidity you can expect that to take two or three days.

The **Sherman Williams** paint stores carry Simple Green and also offer a high quality garage floor paint.

Unlike acid-based cleaners, Simple Green will not "etch" or corrode the concrete. It is also an excellent product to use to maintain a painted floor. In most cases, a diluted solution of 30:1 (1 quart of water to 1 oz. Simple Green) will suffice to clean the floor using a mop and bucket.

Simple Green comes in either a liquid or crystal form. The **Crystal Simple Green** is the same non-toxic and biodegradable chemistry as regular Simple Green but without the sassafras scent. It is a more aggressive cleaner and a more clean-rinsing product-meaning it will release from the pores of the concrete faster than regular Simple Green. Either product is appropriate for the application however.

As an aside, I've been told that CART tracks use a solution of crystal Simple Green to wash down the track when a race car has blown an engine and spewed oil all over. They don't put down an oil-dry compound any more which was being ingested into the engine.

If you read the label of regular Simple Green you'll note that it is used to clean engine compartments and parts as well. I've used it to clean the underside of the 356 before

painting the wheel wells.

If you're going to apply a sealer or paint the floor. Then be sure you use the right product. The technology is changing rather quickly. Glenn Haege, the master handyman, has been recommending a two part waterborn epoxy that *will not lift* when you drive and park a set of hot tires on the floor. It's from **Epoxi Tech** from Troy, Michigan. Their phone number is 800 696 3280. I've used it on fresh concrete and didn't have to go through the onerous process of having to clean the floor. But I remember Haege indicating that it will bond very well to a garage floor as long as it has been cleaned with their easy-to-use floor prep degreaser solution. That means you can paint over other paint products without having to acid etch the floor.

In fact their directions are to mop the floor with their floor degreaser. And four hours later you apply one thin coat which will be super durable. It comes in several colors. They offer a package of "chips" that give the floor a terrazzo like appearance and also enhance the skid resistance of the surface.

You can walk on the surface in as little as 4 hours and put furniture and storage items in place after 8 to 12 hours. They recommend that you wait a week for complete curing before you drive hot tires on the surface. After that time the plasticizers which are in a hot tire will not cause the surface to lift. EpoxyTech guarantees it!

The two-stage water based paints are easy to apply or have applied professionally. You can clean the tools and yourself if necessary with warm water and any household detergent.

The EPOXYShield product has a 3 year warranty.

One more note: it's much easier to clean the salt and fluid drips from the floor when it's painted. The brine doesn't soak into the floor and wick out after every rain onto the undercarriage of the car.

They also have special formulations for basement floors, pool decks, wood decks, stairs and the like.

Ted and **Jim** Dunham and Neil Goldberg have used **Sherman Williams** products and have been very pleased with the results. My presumption is that the formulations are similar with the same basic wear characteristics.

I still want a heated garage

I remember my dad cutting a 20" hole in the concrete of the shop garage and digging down nearly five feet, filling it up with gravel and sand and adding a grate for a drain. He added hot and cold water and used the space to wash the trucks, shop equipment and family cars. He also added a large fan to exhaust

any fumes. But he suggested that I not consider making my own drain in the condo ... mentioning that gas and other chemical fumes are heavy and will literally waft out of an open can and could contribute to an explosion or fire. I haven't confirmed it but it probably doesn't pass code either. Once you have water in the garage you definitely miss the convenience. For now we run a hose from the laundry room.

Those who have added heat in the shop or garage have indicated that there are a number of wholesale suppliers of such equipment. Grainger has three outlets in Farmington, Oak Park and Troy. My son-in-law is in the process of doing that in his garage shop. He figures that by doing the work himself he'll save more than half.

There are a number of options available to you here as well. Forced air heat, hot water baseboard, radiant and propane. The later has all kinds of warnings about breathing in a closed space. Some of the hot water boiler systems even have stainless hot water heaters as part of the sys-



tem which means you can tap into that for your hot running water. The radiant heat is becoming even more popular especially if you lay it into the floor before you put the concrete down. Forced air comes in many configurations. Between the studs, hanging from the ceiling or free-standing in another room with duct work to the garage. Mike Cotter has mentioned that most of the high-end new construction are heating the garage, greenhouse or potting shed areas. Some are even doing the driveways and walks.

That warm garage sure makes it a lot easier to putz around during the winter months.

Plan an 'Off the Beaten Path' tour to...

This year there are two major holidays. The west coast holiday is in Durango, Colorado. You've seen the entry form in *356 Registry*. Any trip that takes you on the secondary roads of Colorado is a grand banquet for the soul. I've had the pleasure of participating in the Colorado Grand three times and found myself speechless every day. Vistas that explode onto your senses as you round a corner were commonplace as were the fragrances of granite, water, flowers and pine trees that washed over us. Smells are obviously one of those incredible memory joggers. That must be why there are plans afoot to spritz fragrances at the movie theaters to enhance the experience,

If you're intending to participate in the Holidays, the idea is to drive there. May I encourage you to take secondary roads on the way to either 356 Holiday. You can get wonderful



counsel from Dennis and John Denyer who have driven many of the back roads heading south. It usually lengthens the trip a bit but you once again capture the scope and character of the states and their residents and reacquaint you with how much fun it is to drive your 356. All of us who have taken the back roads to anywhere have always commented how friendly the people are in the small towns and villages.

Reading between the lines of the *Great Drive Tours* that have been published the last several years by *Automobile* magazine and talking with some of my old professional colleagues you find that the people who write for the car magazines are always searching for some driving time well off the beaten path. They've driven enough cars, now they want to indulge themselves with small delicious Charles Kuralt-like pleasures enjoying the people they meet and the diverse roads they find.

Please take the time to drive your car to the events if you have the time, it will certain enhance your memories.

Join your friends at the Breakfast Club or Tire Kickers Club

If you don't have the garage organized or the space to work on your car then make plans to visit with your friends who gather on Saturday at Stuart Tool in Troy. The regulars never know who's going to be in town but there's so much going on you don't want to miss it. A couple of weeks ago Freeman Thomas invited Jesse Alexander, one of his photographer friends who also happens to be one of the world's foremost racing photographers, to join us for the morning. For those of you who attended the Holiday celebrating Porsche's 50th Anniversary, you received one of Alexander's most popular prints of the 550 Spyder in the pits at Le Mans. Alexander and Paul Prince, an art school professor and the chap who develops the marketing pro-

grams for Alexander, took us inside the ropes and shared many stories of drivers and circuits and the challenges of shooting all over the world. The following week race driver Pete Halsmer stopped by. There's enough going on that a guy like Dick Beecher who truly enjoys those trips to sunny and warm Florida knows he's going to miss something or be volunteered, in absentia, to head up some event while he's gone.

You're also encouraged to participate in the monthly dinner meetings-the third Tuesday of the month that are held at the Brass Pointe on 10 Mile and Orchard Lake, just off I 696. Very low key but proffer the chance to schmooze and catch up on various projects, tours and special events in the works.

Or those of you in the western counties check on the gathering at Jim Constas north of Milford. They sometimes reconnoiter on Wednesday evenings. Now that Jack Hagerty's outlaw project is completed, Jim has been assembling and selling Caterhams, which is the latest and exhilarating iteration of the Lotus 7, so there's lots temptations there too. If Toby Toburen is there you can count on one of Sher's palate pleasing treats to nosh on. Otherwise its beer and chips. 248 685.8544.

There's a new gathering spot in Ypsilanti that is an old garage off of Huron River Drive dubbed RiverTech that attracts the enthusiast and *Automobile* and *Car & Driver* editorial cadre from Ann Arbor. Eddie Atkinson, Peter Pleitner, Larry Crane, Bill Milliken, Kevin Clemens, Roger Meiners, Sebastian and many more are usually there to welcome newcomers. They have a large storage facility so there's a much more eclectic cross section of cars, from big finned Cadillacs to classic pickemups to Lotus Super 7s to race

cars to great classics. English, German, 'Merican and other bits of esoterica. They usually have a monthly open house that's worth the trip. You can contact them through Bill Milliken 734.480.4000 or Peter Pleitner. 734.668.0087.

What cha wait'n for...

I really admire Charlie Randau and George Schumacher; they have the right idea. They drive their cars. Regularly. Granted they go further than I feel comfortable doing by driving them in the slush of winter, but they indulge themselves as if they lived in California or Florida or

"I don't need to remind any tub thumper that unless they slopped on some specially formulated zinc slurry paint..., all those nooks and crannies are very susceptible to rusting."

any of the salt-free states.

Admittedly, part of the difference is that their body panels of the newer Porsches are treated with a zinc rich coating to protect them against corrosion. I don't need to remind any tub thumper that unless they slopped on some specially formulated zinc slurry paint in the longitudinals, floor pan, headlight buckets, door bottoms and wheel wells when the restoration was being done, all those nooks and crannies are very susceptible to rusting. In fact some of our 356 owners don't even wash their cars with running water in the summer lest the water settle in those spots and chew away from the inside. Others regularly head for the quarter car wash to rewash a car that

they just washed in their driveway. Right John?

Still, I decided to take a page from the book of Charlie and George.

My motivation was a bit different than theirs. My 356 sat in Florida for almost 10 years. I'd sold all the other rides save the '91 GTI in order to launch a new business. Those of you who have walked in those shoes know the financial vagaries of a new business venture. You may find yourself parting with treasures you swore you'd never give up. Based on that I wondered how much enjoyment would I have stoked away in the memory banks if I had merely patted the car cover as I walked through the garage waiting for that perfectly sunny day.

Besides, Dunham, Goldberg, Skirmants and others have spent considerable time helping me put the car on the road so I could enjoy it regularly.

And so I have, driving it well into December, Christmas day in fact. I've taken it off the road only because the salt trucks moved in. I've even taken it to the grocery store and Costco. Parked it in the far corner, but I've really been enjoying the experience. The top went down and only under the threat of a deluge or contributing to a bad-hair day for Leslie, it's stayed down.

I look at it this way, when we take the trip to Watkins Glen or to one of the Holidays, we drive it in all manner of weather and park it in the best spot we can find. There's the occasional bit of sphincter fluttering but so far there's not been any problem.

I've also lost a few friends unexpectedly recently and realized that I'd rather they tried to wipe the smile off my face because I had so much fun, than had to explain why I was such a crusty SOB during the embalming process.

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Weekend seminars will generally include: An introduction to the resources available at Washtenaw Community College; an overview of various restoration goals and standards, research strategies, project assessment and segmentation into do-it-yourself and subcontracting elements; an introduction to performing those elements of a restoration project which can easily be performed by a beginner; project management and organizational skills; service quality assessment, a discussion of suppliers and local resources- and numerous questions/answer and sharing of knowledge opportunities.

The semester-length **evening course** will incorporate the seminar subjects while emphasizing lectures coordinated with hands-on instruction relevant to many of the elements of a restoration project. Bench-top projects and short in-shop restoration procedures can be performed on site by the students. Field trips to restoration shops, suppliers, and service providers will be incorporated into the overall program offering. Every effort will be made to have one to two representative projects on site for illustration and demonstration purposes.

Week-long workshops will focus on one or more compatible elements of a restoration project including field trips when applicable such as: Rust and minor body repair and sheet metal welding; preparation for painting and component level painting- upholstery, glass and trim; brakes and suspension; introduction to classic car/coach built body reconstruction (will include day-long field trips)- electrical and fuel systems; and introduction to engine condition assessment and rebuilding. Car clubs are also invited to organize and sponsor workshops which are focused on their club's type of automobile and restoration interests.

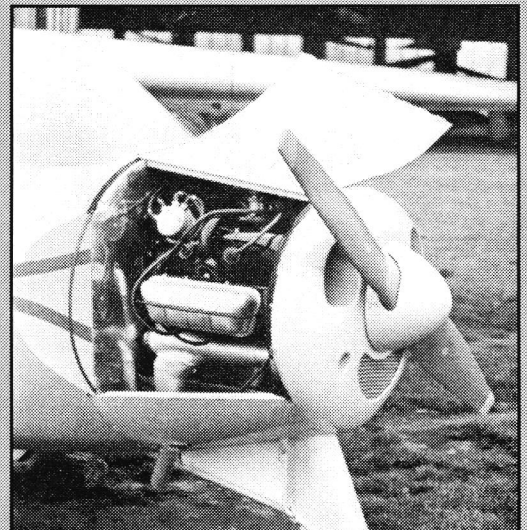
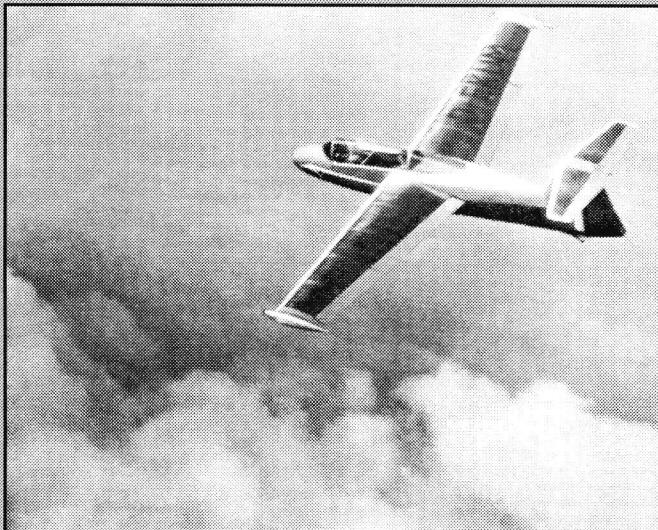
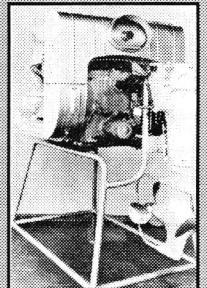
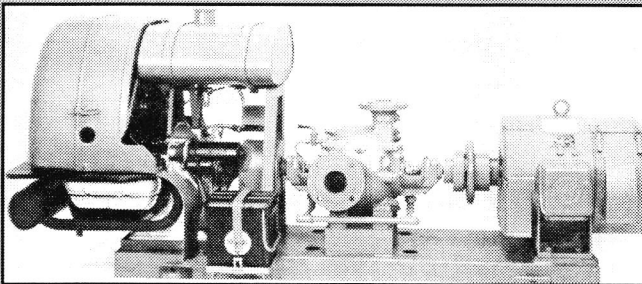
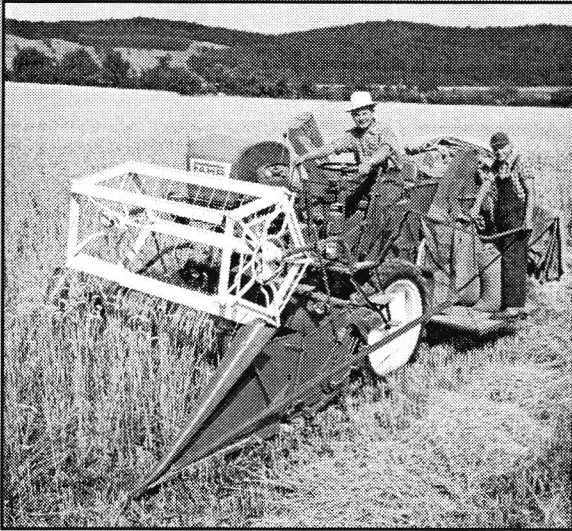
For current information contact Peter K. Pleitner at:

2017 Hill Street, Ann Arbor, MI USA

E-mail pleitner@dundee.net, Telephone 734/668-0087, Fax 734/668-0087, ext. #99

Porsche-Motoren können mehr....

Although Porsche is a major auto manufacturer, they have provided engineering and development work in numerous areas of manufacturing since opening their doors in 1931. The 1960 issue of Christophorus debuting the 356 B has a lovely article in the back regarding machines of all types powered by Porsche engines. I'd love to recreate the entire article for you, but since it is in German, only Bill Block could read it! Therefore, I have provided you with photos of various Porsche powered vehicles that appear in the article. Enjoy!



BLOCK'S BOOKS

Holiday Specials

How to make an old Porsche Fly	25
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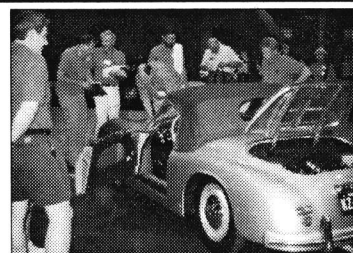
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