

356 MOTOR
CITIES GRÖPPE

AUSPUFF ROAR

VOLUME 5 ISSUE 4

1996 YEAR END WRAPUP

INTERNATIONALE SIEGE
1952



Miglia

allye Lisboa

Les 24 heures du Mans

Bridgehampton Race

Liège - Rome - Liège

Tour de France Automobile

Carrera Panamericana Mexico

356 Motor Cities Gruppe

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PHOTO CREDITS

Pg 4: Dashboard photo by Jerry Sloniger, Postcard by P.A.R.C.

Pg 5: Gaeta

Pg 6: top photo Barbara Skirmants, others Gaeta

Pg 7: Porsche Archives

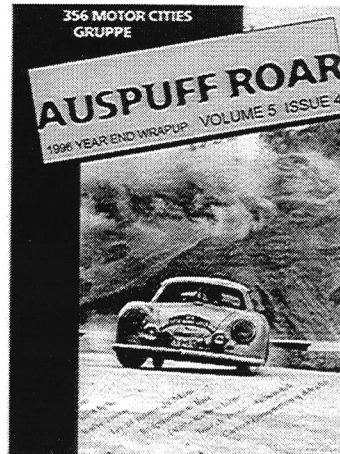
Pg 10: Cover of *Speed Age* May, 1951.

Pg 12: J. C. Meitzler Photos.

Pg.13: Dave Klein Photos.

Pg 11: Josephine Kassab(bottom) Vachon (top)

Pg 14: Porsche A.G./ *Sports Car Graphic* March 1965



ON THE COVER

Integrated into the cover is a Factory poster from 1952 commemorating Porsche's numerous racing victories that year.

TOM YOUK



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AUSPUFF Puffs from Barbara

Some thoughts as my year as your President is coming to an end. Why our 1998 Meadow Brook Holiday is a big deal to me.: Many of you don't realize that your last Holiday in 1988 was the first weekend that I came to Michigan to see Vic. I was all of a sudden the "new" lady. I was introduced to many of you at that event at Waterford Hills, the Hospitality area, Banquet, and Meadow Brook, and quite frankly your event made a large impact on me. Most of my adult life I had lived alone, as a single woman. I have been married before, but the majority of years were spent alone. I always wanted to have a very "social" life, but this type of life is not available to many single women. Think about this for a moment. How many single women do you ever see at our events? Isn't it rather awkward for a single woman to invite couples over for dinner? The friendships I have made through the 356 Motor Cities Gruppe represent that "social" circle I always longed for. Our 1998 Holiday is an anniversary for Vic and me too. So, yes it is a big deal!!

The schedule plan is taking shape, the Hotel choice is being determined, negotiations are on-going, the ground work has started. What can you do to help? Lots of choices. I have roped some folks into specific areas, but there are a lot of big empty holes. Please, friends, look over the listing of tasks below and step up to the batters box and lets take a swing at this thing all together. No one can do this alone.

Co-Chairmen: **Barbara Skirmants, John Denyer, Gerald Van Vliet**

Treasurer: **Gerald Van Vliet**

Registration: **David & Barbara Peterson, they need a staff!!**

Barbara Skirmants

Corporate Sponsorship: **Neil Goldberg**

Registry Concours: **Ron Roland**

Meadow Brook Car Selection: **Sebastian Gaeta**

Printing: **Sebastian**

Logo Design, and patches' **Vic Rivera**

Canvas "Pocket Bag": _____

Hospitality sponsorship: _____

Limited Edition Print : _____

Parts Swap Meet : _____

Vintage Race coordinator: _____

Hotel, and on site meals: **Dick Beecher**

Literature/Model Swap Meet: _____

Trophies: _____

Tech Meeting: _____

Waterford Hills luncheon, tent refreshments: _____

Meadow Brook luncheon, tent refreshments: _____

I am certain to have forgotten something important so just remind me.

One more business matter: Dues in the 356 Motor Cities Gruppe, are for calendar year only. We do not do cyclical billing like The Registry does. Your dues are due by January 1 1997 for the 97 calendar year. In 1996 we had 140 paid members and 12 comp. Issues. Some people pay for multiple years, that's fine! Your expiration date is printed on your mailing label.

I toasted in 1997 at our Christmas party as our best year yet. Won't you join me to make this dream come true?

Gruppe '98 Registry Holiday

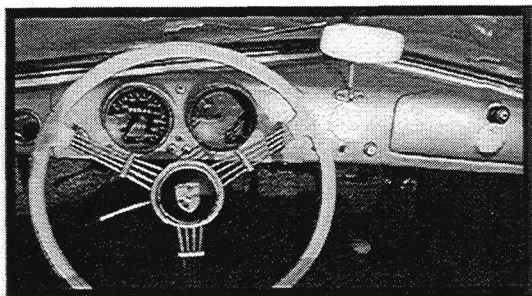
MISSION: TRIVIA QUIZ

MCG MEMBERS:

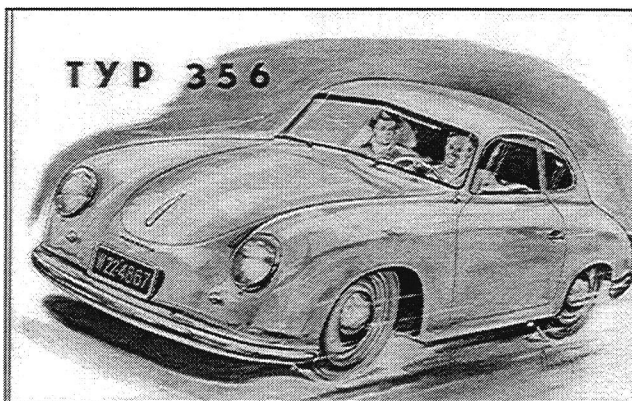
SHOULD YOU ACCEPT THIS ASSIGNMENT, YOUR MISSION THIS ISSUE IS TO COMPLETE THIS QUIZ WITHOUT MAKING A TOTAL FOOL OF YOURSELF.

NOT TO WORRY HOWEVER, AS DR. BILL BLOCK HAS NOW WON ALL 2 OF THE ONLY TECH QUIZZES GIVEN AT THE LAST 21 YEARS OF REGISTRY HOLIDAYS. PLEASE CALL HIM IF YOU REQUIRE ASSISTANCE.

1. HOW MANY CC'S IN THE 1600 PUSHROD ENGINE?
2. WHILE WE'RE ON THE SUBJECT, WAS A 1600 ENGINE EVER OFFERED WITH ONLY A SINGLE TAIL PIPE EXHAUST?
3. WHAT WAS THE NAME OF THE CRAFTSMAN AT GMÜND THAT WOULD FORM A COMPLETE BODY BY HAND AND THEN GO OFF ON A 3 DAY DRINKING BINGE?
4. IS FERRY PORSCHE'S DAUGHTER NAMED AFTER HIS MOTHER "LOUISE" (TRICK QUESTION)
5. DID ALL STUTTGART CARS' WINDSHIELD WIPERS "PARK" TO THE LEFT?
6. WAS THE 10,000TH PORSCHE BUILT AN "A" OR A "PRE -A" ?
7. WAS THE SHIFT PATTERN THE SAME ON ALL STUTTGART CARS?
8. HOW MANY TIMES WOULD A PERSON TAKING DELIVERY OF AN SC COUPE WITHOUT A RADIO SEE THE WORD "PORSCHE" SIMPLY BY WALKING AROUND HIS NEW CAR, UNLOCKING THE DOOR, AND SITTING INSIDE IT?
9. PORSCHE'S FIRST "1ST IN CLASS" WIN AT LEMANS WAS IN 1951, 1955, OR 1962?
10. OF THE 52 SERIAL NUMBERS ASSIGNED TO CARS AT GMÜND, HOW MANY WERE SOLD DIRECTLY TO AMERICAN CUSTOMERS?



11. (BONUS QUESTION IN COMMEMORATION OF THIS CARS VISIT TO DETROIT'S AUTO SHOW) THE PICTURE ABOVE IS THE DASHBOARD OF THE FIRST PORSCHE, #001. COULD THIS PICTURE HAVE BEEN TAKEN IN 1948 ?



1. 1582 2. Yes. See "Excellence Was Expected" page 171 3. Friedrich Weber 4. Ferry Porsche has only sons. 5. No. Archive photos show early production cars with wipers parked in many different combinations; some left, some right, and some with wipers parked at opposite sides or both towards the middle. Fascinating. 6. The car was built March of '56, an "A" 7. No. Factory drawings show reverse as being to the left and down on the 1950 model and to the left and up on the 1952. 8. Nine times. Once on the hood handle, once on the key, once on the rear cowl, four hubcaps, once on the horn button, and once on the radio cover plate. 9. 1951. Veulliet & Mouche drove a Gmund 356SL 1.1liter to victory. 10. None. Zlich. Zero. These cars were sold throughout the world, but none directly to American customers. 11. No. The Porsche crest on the steering wheel first appeared on cars in 1953.

The Motor Cities Gruppe Fall Festival

This years annual fall color tour was replaced by a different sort of event, the *Motor Cities Gruppe Fall Festival*.

Our annual color tour is traditionally an overnight event to a faraway place which many people look forward to all year. This time however, we did it a bit closer to home and made it a full day of eating, touring and browsing.

The day started off at the Delhi metro park on the Huron river in Ann Arbor. My hat's off to **Don Marrah** and **Frank Malik** for actually showing up at 9:30am. Don and I moved picnic tables while Frank supervised. **Ted and Lanita Dunham** arrived shortly after that and then people started to trickle in until we topped off at 35 people and over 20 cars. This number actually amazed me since 10 to 15 of the "regulars" were out of town for that weekend. Because of this, I have officially ordained Frank Malik as a "regular" (ed. note: Frank will not be at the Christmas party as he will be in California that week. So much for titles).

The weather cooperated enough that we were able to gather around the cars for the better part of two hours. It was nice to see old friends and to meet some new ones. **Chuck and Linda Dorman**, recently removed from California to Grosse Pointe, brought their stunning '61 coupe for all to see. **Jerry and Connie and Josh Rosenthal** squeezed into their '59 coupe and made their way to be with us on their first MCG outing. This car has been in Jerry's garage for about 14 years without much use, but this summer he got some motivation and put this mostly original 60,000 mile car back where it belongs, on the road!.

Speaking of original cars, this was also the maiden voyage of **Denny and Dayle Zamler's** beautiful "B" coupe. The outing was deemed a success with only one bicycle built for two falling on their bumper.

During lunch I tallied up the peoples choice ballots and here are the results: **BEST OPEN CAR— Bill Rohrer's 1963 "B" cabriolet** (barely beating out **Tord Smedberg's** crowd favorite '58 speedster).

BEST CLOSED

CAR— Chuck and Linda Dorman's 1961 "B" Coupe (Narrowly edging out **Denny and Dayle Zamler's** coupe).

BEST OVERALL— Once again **Chuck and Linda Dor-**

man's '61 Coupe (beating out **Frank Malik's '65 sunroof** by only 4 votes).

After lunch there was little time to relax as we quickly saddled up and moved out for the driving portion of the day. Once again we toured the twisty bits of Washtenaw county's back roads. This particular route has been a workhorse for us the last few years, and it doesn't disappoint, I



did, however, discover some new roads nearby these thanks to **Larry Crane** from **Automobile** magazine and his annual all

makes vintage car tour this year. We ended up in **Bob Lutz's** backyard, but that's another story. Watch for these new roads in an upcoming tour.

After cruising through Dexter, Hell, Unidilla, Gregory, the Waterloo rec. area and finally Chelsea, we headed back to Ann Arbor to visit **Yesterday's Collection** on Jackson road. This place is a blast! You name it, they've got it for all makes of cars. Books, posters, signs, gas pumps, models, clothing, decals, wax, and even antique cars for sale right on the floor. Want a Porsche dealership service sign? It's there! And oh yes, They have some of the best ice cream in Ann Arbor.

After we emptied out their ice cream supply it was off to Depot Town in Ypsilanti to tour three different auto museums. Our first stop was at the **Ypsilanti Automotive Heritage museum**. Believe it or not, Ypsilanti has an amazing automotive history. Everyone knows that **Preston Tucker** was from Ypsilanti and that he did all of the development work at his home on Park street, but did you know that the worlds only remaining Hudson dealership is there? **Kaiser, Henry J, Corvair, Hydromatic** are all names associated with Ypsilanti. It is also the home of **SESI LINCOLN-MERCURY**, the worlds first Lincoln-Mercury Dealership still owned and operated by the same family (shameless



(Continued on page 6)

(Continued from page 5)
plug!).

From the Heritage museum we stepped next door to tour **Miller Motors**, the aforementioned Hudson dealership which is still in business, taken care of by **Jack Miller**, son of the original owner. When The Hudson Motor Company closed its doors, Jack and his father decided to stay in business selling used Hudsons and supplying parts and service to the faithful Hudson owners. To this day, if you want to buy a freshly restored '52 convertible, or you need anything for your Hudson, Jack is the man to call. He was very gracious in guiding our group through these two places, yet was understandably unwilling to sell Vic Skirmants one of the three original **Carrera Panamericana** plates that hung on the wall of Miller Motors. Jack's Uncle raced in the Panamericana three years in a row - '52, '53, and '54. If it sounds odd to you that Hudsons were used as race cars, take note that Hudson only recently lost its title as the make of car with the most NASCAR victories.

We then sped four blocks west to the 100+ year old fire house owned by Thomas Conway, which he keeps restored in beautiful condition. Inside are some fabulous domestic vintage cars and fire trucks. The shelves are filled with gas pump globes; I'd never seen so many in one spot. Dealership signs, gas pumps, unopened 50 year old oil cans, every time you looked in the same corner you saw something different.

The upstairs was a museum unto itself. Period literature and photographs dominate this part of the building, but there were some fascinating momentos from Tom's lifelong hobby of collecting vintage cars and memorabilia. Tom made his living as a plumber, but his true place in life is with these cars.

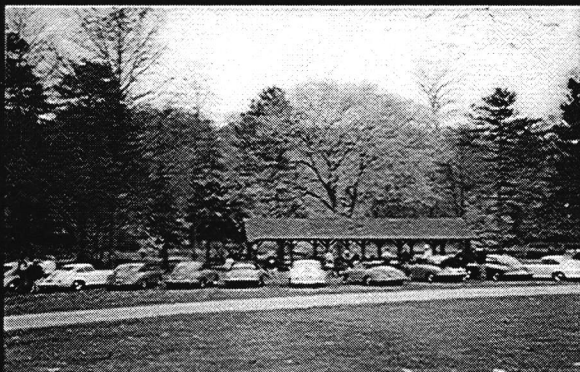
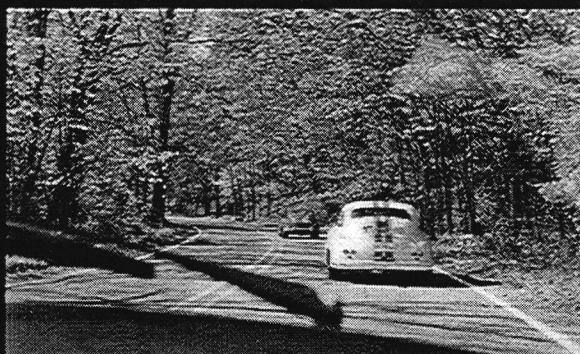
It was difficult to leave the fire station but we had a schedule to keep. We were off to HAAB'S in downtown Ypsilanti for dinner, the last stop on the **FALL FESTIVAL** tour. HAAB'S is an Ypsilanti Institution Having been at the same location since 1934. It was a favorite spot for people traveling to and from Chicago when U.S 12 was the only road you could take.

Jack... was understandably unwilling to sell Vic Skirmants one of the three original Carrera Panamericana plates that hung on the wall at **Miller Motors**.

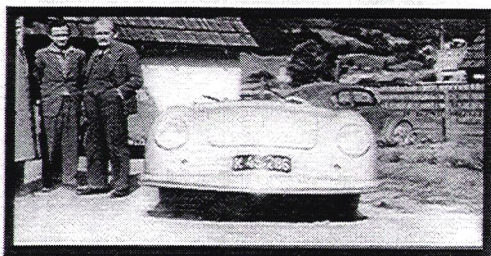
The day had been hectic but fun and everyone seemed to enjoy, even Bill Halendal despite the fact that I gave him bum directions out of Ypsilanti (sorry Bill, that was left at the **4th stop lite**!).

Perhaps we'll try this again next year if an overnite trip is not planned, or maybe we'll just make it one of the annual events. Any Idea's?

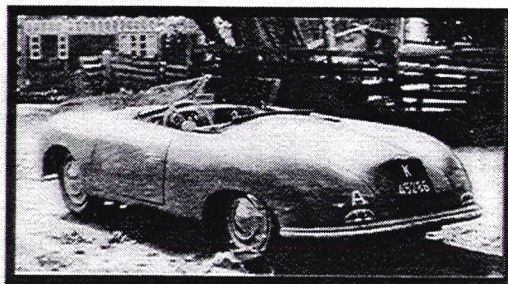
Sebastian Gaeta



Gmund Treffen...



Mit...



Herr Dr. Block?

Rumor has it that this years East Coast Holiday Will Be in south Carolina in late September. This Means that the 1997 Gmund Treffen, which is typically around Labor Day, won't create a conflict of interest. If you are interested in the possibility of visiting the former site of the "Amalgamated Shed Werks" give Bill Block a call at 810-678-3017

IT COULD HAPPEN !

CALENDAR OF EVENTS 1997

FEB-MARCH WINTER DINNER As of now we have no volunteers to host this event. It's not difficult and can be alot of fun. Simply call a good restaurant, make reservations for about 20 people, and let the Gruppe President know of your intentions so it can be announced to the members. See how easy that was?

APRIL SKI ROUNDTOP This is an all Porsche swap meet held in Carlisle Pennsylvania and has been well attended in recent years by MCG members. Look For upcoming info or call Barb Skirmants at(810) 558-3692

MAY 5th ANNUAL SPRING TOUR Tentatively hosted by Sebastian Gaeta. This years theme:"New roads, same fun." Look For announcement in the next *Auspuff Roar*.

10th ANNUAL VINTAGE VW SHOW May 18th in Auburn Hills. Held at Volkswagen of America's Head Quarters. If you are even mildly interested in VW's, you must attend.

JUNE STODDARDS ALL PORSCHE SWAP MEET, MENTOR ,OH. Look for info on the exact dates in your favorite Porsche rag. Not as big as SKI ROUNDTOP but then again, it's only three hours away.

MID OHIO VINTAGE GRAN PRIX AND SKIRMANTS BRAT BASH. This has traditionally been a big event for the Gruppe and this year should be no exception.

JULY-AUGUST ANNUAL FAMILY PICNIC- still open.

WATERFORD HISTORIC RACES/ MEADOWBROOK CONCOURS D'ELEGANCE This would be a good event to attend especially if you're going to help out in our '98 Gruppe Holiday. Practice makes perfect.

OCTOBER FALL COLOR TOUR/FESTIVAL
DECEMBER MCG HOLIDAY PARTY.

ELECTION OF BOARD MEMBERS FOR 1997

Here is your opportunity to get involved in the decisions that shape our humble Gruppe. The following list of people have thrown their hat into the ring to become MOTOR CITIES GRUPPE Board members.

The list totals 11 and you may also write in a person if you wish to. Choose FIVE (5) from the list of 11 to be board members. The term is for one year and the board will select the President and Vice President of the club, so this is obviously an important election.

Here are the candidates in alphabetical order:

Dick Beecher. Dick is a retired G.M. executive and is a very active participant in our club. He is in charge of the handling of and negotiating for our hotel rooms and onsite meals for the '98 Holiday. Dick's experience in the corporate world would give us a steady presence on the Board. He is proud to admit that he drives his car as much as anyone, enjoying every last mile. A tremendous asset to our Gruppe.

John Denyer John is a co-chairman of our '98 holiday. Since selling his 911 he has jumped head first into Motor Cities Gruppe activities with his "A" sunroof. He did much of the restoration work on this beautiful car himself. John has years of experience in car club activities and enjoys the laid back atmosphere of the Motor Cities Gruppe. We are fortunate to have him in our Gruppe.

Ted Dunham Ted is a longtime member of the Motor Cities Gruppe and has just completed his term as president of SMR (PCA). Ted is one of the most talented individuals in our Gruppe, evidenced by the restoration of his and other Motor Cities Gruppe members' cars. Attention to detail is his strong point and we are fortunate to have his wealth of knowledge close at hand. It is rare to come to any activity and not see Ted and his wife Lanita there. He has been incredibly active in and supportive of the Gruppe for many years.

Sebastian Gaeta Sebastian is the current Vice-President of the Motor Cities Gruppe, editor of the *Auspuff Roar*, and is handling the printing and publishing for the '98 Holiday. He will also handle car selection for Meadowbrook in '98, as he did for Eyes On Classic Design in '95 when Porsche was the Honored Designer. He is the originator of the Spring tour, Dinner cruises, and Fall Festival.

Neil Goldberg Neil is in charge of Corporate sponsorship for the '98 Holiday, and is the weekly host of the *Breakfast Club*. He has restored some of the finest 356's in the country and has tremendous contacts that benefit our Gruppe. Neil owns many Porsches, but it is obvious that his 356's are his favorites. He is also very active in the Gruppe having, among other things, helped sponsor the tent at Mid-Ohio.

David Peterson David is a long time member who, along with his wife Barbara, will be the Registrars for the '98 Holiday. David has been very active for many years hosting various events like Summer Picnics and this year's Christmas Party. David and Barbara are certified 356 nuts, having taken many extended trips on their own in their 356's over the years. Dave bought his first 356 brand new at the dealer, an SC coupe. An obvious longtime enthusiast.

Vic Rivera Vic epitomizes the word "enthusiast." He is at every event and is always on top of the latest news in the 356 world. On his own he developed the 356 Club Racing decal and patch and is in charge of the logo for the '98 Holiday. Vic and his wife Lucy hosted the Christmas party in 1995. We all love our 356's but Vic is a fanatic. Vic has tremendous business sense which would be a great asset.

Fred Sheill Fred is a longtime member and was the 2nd President ever of the Motor Cities Gruppe; a post which he held for many, many years before stepping aside in 1994. For as many years Fred was the editor of the Newsletter as well as the driving force behind the club. He and his wife Bonnie hosted many events, "volunteered" other people to host events, and took care of all the Mid-Ohio arrangements. Fred single-handedly held this club together some years and I dare say if not for him, none of us would be reading this right now.

Barbara Skirmants Barbara is the current President of our Gruppe and a real "go-getter." When Barb took over the Presidency last year, membership was down and enthusiasm was slipping. She "busted some chops" and got the club back on track. We now have over 140 paid members and a slew of events to attend. She is also the membership director for the Registry and Co-chairman for the '98 holiday. Hats off to Barb.

Bill Toburen Bill is the miracle worker of our Gruppe. He took a cabriolet with a tree growing through it out of a farmer's field and proceeded to restore it. Doing 95% of the work himself, he took 2nd place in the '95 East coast holiday concours ("B" open). He is now completing a car that Gary Emory Deemed worthy of dubbing an "Outlaw." Bill, along with his wife Sher, has hosted 2 Spring tours, generously donates his time in helping other Gruppe members with their projects, and would like very much to be involved as a board member.

Tom Youk Tom is a charter member of the Motor Cities Gruppe and is the past treasurer of both the Gruppe and the 356 Registry. He owns *Vintage 356 Haus* which specializes in 356 repair and full race preparation. He is an accomplished racer winning the SCCA Cen-Div regional championship series east in '96 (see article on page 12). He also served on Vic Skirmants's pit crew when Vic Won the SCCA National Championship. Tom and his wife Melody are Present at all events when not racing.

ALL OF THESE CANDIDATES ARE TREMENDOUSLY QUALIFIED AND DESERVING, UNFORTUNATELY YOU CAN ONLY CHOOSE FIVE. GOOD LUCK!

Musings: It's just A Matter Of Choice and Time

By Richard Hinson

Rick Smith was a rep for Len furnace company back in the late '50s. Lennox had real high-tech products that were a breakthrough in efficiency. After WWII people got rid of their coal furnaces and put in gas conversions. New houses however installed new furnaces out of the way instead of taking up the entire basement with those big round tubs with tentacles that snaked to every corner.

Rick was one of those reps who represented cutting edge technology. He would come into my dad's business every three or four weeks with lots of charts and graphs showing how his Lennox furnace would last longer and save enough money to pay for itself in 18 months. It was the best there was, no other company made anything comparable. It was obvious that he liked the detail of his presentation, because he didn't skip a page or gloss over any details.

He must have been in his middle 20s, about my brother Jack's age. He was articulate, dressed well, a outdoorsy handsome devil, very fit looking from his winter and summer skiing and swimming. He had a very gracious, mannerly way about him. Probably because he had traveled a lot. He told marvelous stories about driving flat out through Europe and great meals and wines and beautiful women with lots of laughter and lilting accents. He was the kind of guy that the girls would sneak a look over their shoulder and give him a "please call" smile. Kind of a sunbleached, blond, Robert Redford sort of guy. You felt comfortable around him.

I had just turned 17 and finally gotten my driver's license. My dad had traded the '34 Ford that he had driven through the war years for a Buick two-door sedan. The one with a grill full of teeth, portholes, and a wraparound windshield. It was monstrous. just the kind of vehicle that an up-and-coming business man would drive. Our garage could hardly contain it. There was no power steering

and it had a column shift, but it could comfortably hold a growing family of five dressed in their Sunday church clothes on their way to Hedges Wigwam for a chicken dinner. As I recall it took over an hour just to wash the beast-fifteen minutes of that was spent on the grill and another twenty on the wheels. It took all Sunday afternoon to put a coat of Simonize on it.

For me it was just too much car. There was nothing lithe or nimble about a Buick, it was a mans car-chromey with lots of artistically placed bumps here and there. But the suspension sucked up those pot holes on our dead-end street and gave my dad the opportunity to brag about the boulevard ride, "Like sitting in my living room."

But Rick Smith drove something that was just the right size. It was integrated, kind of humpy looking. It sounded funny. It had a thin, rattley-clatterly drive train sound rather than rich throaty, mechanical sound when he got on the throttle-but it had a simple, purposeful look. A unique look. I'd seen pictures and read some technical details of it in my copies of *Road & Track*. As I recall John Bond was kind of high on it. Said it was efficient and nimble and reliable-a great driver for the back roads. True, it didn't have much grunt off the line relative to the America iron like Pontiac, Oldsmobile and Ford which my high school buddies were spending every spare dollar on to go faster. Let's face it when you grow up cruising on Woodward Avenue in the '50s, straight line hole shots was where it was at. Macho guys drove Detroit, esthetes drove that European stuff.

Still that '57 Porsche Coupe of Rick Smith, with the flawless black paint job and red interior, tugged at my sense of style and design. It was almost as cool as the Ferrari California Spyder that I had seen Billy Mitchell, head of design at GM, driving at Ted's Drive In on Square Lake and

Woodward. It was almost as cool as the British Racing Green Jaguar 140 MC roadster with tan leather interior that Bob Gubbins drove, or the white Alfa Romeo Guiletta Spyder with the red interior over in Birmingham. Or those Bugatti's and that Mercedes SSK that were scattered around Ray Jones' yard in Franklin. I know they were cheap and they were nifty looking and had lots of racing history but they were really old and they weren't very practical relative to going back and forth to school in the winter. I mean some of that stuff was made before the war.

I guess what made Porsches so important was that Rick Smith handed me the keys to his 356 and said, "Take it for a ride, I think you'll like it." I mean I'd never even sat in the Jaguar or Alfa.

Rick Smith and my brother Jack thankfully stayed in the restaurant while I climbed inside. First impressions were that there was a lot of room in here. And it was airy, you could really see everything around you. Look at all that room behind the front seats. Then it took some time to

(Continued on page 10)

(Continued from page 9)

solve the ignition mystery.

Rick had parked the car across the street from the working-mans' restaurant so it wouldn't get crunched by the pick-ups and delivery trucks that parked helter skelter out front. I thought that Rick and Jack wouldn't miss me if I were gone for about 15 minutes. I had already plotted out that I would head south on Main over to Woodward, through the Totem Pole up to Catalpa, a fast dash up Vinsetta-it was a divided boulevard road and it had a couple of twisties or kinks in it, then back to the restaurant. Then reality set in, I ain't going nowhere unless I can get it in reverse. After nearly five minutes I had to go back into the restaurant to learn about the reverse detent. Now wait, I never have claimed even the most modest hint of mechanical sensibility. I mean who even heard about pressing down to get it into gear.

I still took the fifteen minutes. I was nervous until I got to the Totem Pole, then the profiling began. I was cool. The car was cool. Even the horn sounded cool.

Initial driving impression. From the solid thunk of the door to the lightness of the steering to its nimble feeling around comers, it was obvious that those big Buicks were not going to be my daily transportation if I could help it. Of course the under-powered Porsche cost as much as the Buick-which made no sense to me. But then the Ferrari 246 Dino I had seen some months later at Sullivan's on Hunter in Birmingham, costs \$15,000. Jesus Wept, talk about outrageous, that's three times more than it costs for my parent's house in Royal Oak. Still the Dino was really sensual looking. Someday, I'd have one of those *and a* Porsche. I think my rationalization started then ... it was only money, it was all relative.

My first car, that I paid for out of my money, was a used red Austin Healey 100/6. It was sexy looking and cost a lot less money than a Porsche. Of course, there were no used Porsches at that time. The Healey was a love/hate relationship. It leaked around the cowl and was hot as New Orleans in August. Still it was wonderful enough in the styling department that I had two of them over the years. I didn't say I was brilliant, just loved great styling and simplicity.

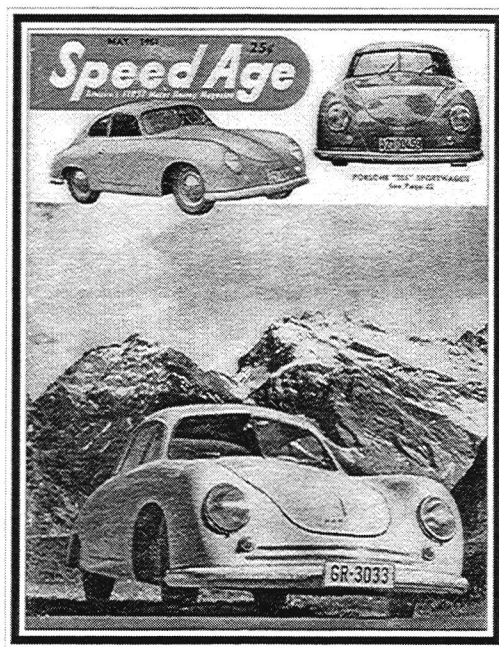
My '58 Convertible D is my first 356. Signal red/tan/tan. I've had it since 1988. I had recently left *AutoWeek* and was helping a friend turn-around his car dealerships in Chicago. One of our marques was Porsche, so I had a good excuse to find and restore one of my dream cars.

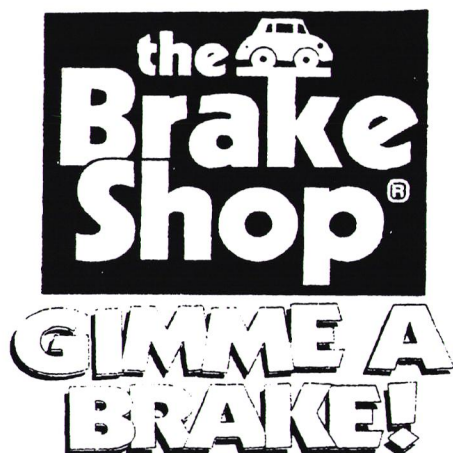
Ironically enough my last drive in a 356 was Rick Smith's Coupe back in '58, I've not even driven my own across the driveway yet. It's in Florida with a promised "to-be-done" deadline of early May. But we know what kind of credibility those kind of promise have.

A promise is directly proportional to the kind of money the new customer has in the checkbook today. The delivery date has moved to September, which means it might be ready for the East Coast Holiday.

I had wanted to have a 356 for years, but one obligation after another took precedence. The Ferrari 246 Dino came first. It was more sensual and swoopy and quick-like a go-cart. Plus I had the opportunity to drive around Fiorano, the Ferrari test track, and got sucked in by the Ferrari mystique and meeting Mr. Ferrari. Who knows what my choice would have been if I had made a trip to Zuffenhausen. But I still loved the front fender line of the early "A" cars. Loved the Speedster, but I thought that if I thought I got wet in the Healey the Speedster literally sucked water inside like a reverse Bernoulli effect, if it was going to be a 356 it had to be a Convertible D. That had the Speedster look *and* roll-up windows.

Why have I not driven the damn thing since I bought it, why did I buy a '59 Coupe to go along with it, that's another story, a long story. It was a matter of choices. Some you make, some others make for you.





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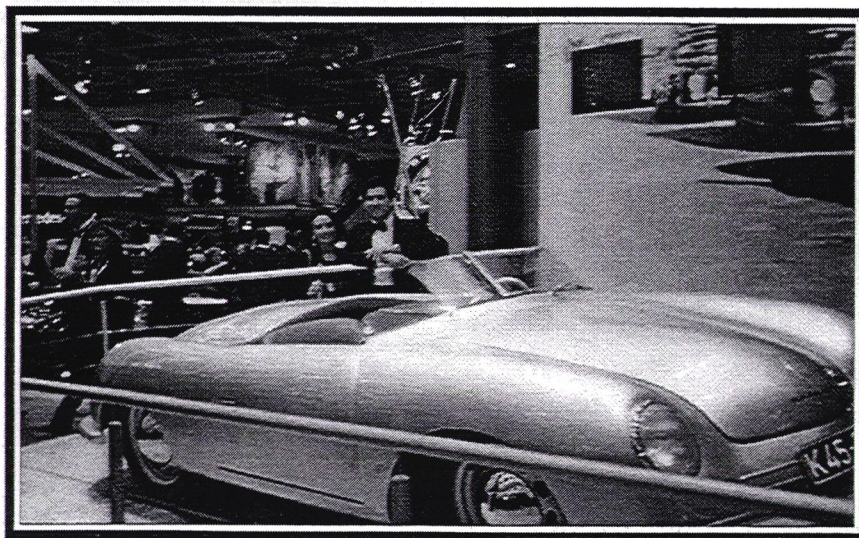
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Ferdinand Porsche at the 1950 Paris Auto Show.



ROADSTER #001 SHOWN AT DETROIT AUTO SHOW

Narmeen and I snuck out of the Lincoln-Mercury display at the auto show preview night long enough to look at the new Boxter. At the Porsche display We ran into Don Munoz and Helen Gryzbowski. Don casually mentioned that "the Roadster" was around the corner. What did he mean by *the* Roadster, I thought. I found out!

Tom Youk an SCCA Champ

By Melody Youk

Congratulations to our very own Tom Youk! Tom earned First Place in E Production in the SCCA Central Division Regional Championship Series East

A full *season* of racing began in early May at a Grattan Raceway Double Regional Event: Race 2 Win (2).

The brisk weather (yes, light snow) invigorated the crew (read here Melody in long johns)

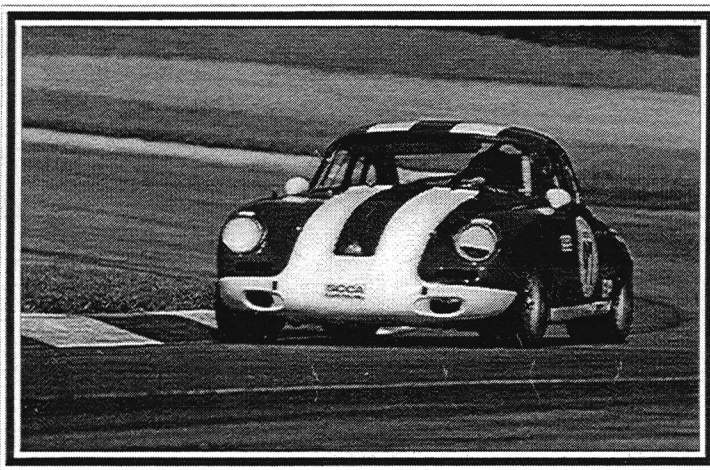
and inspired the driver as Tom took second place while racing with a wonderful midnight blue I 900 cc TVR owned by Scott Schley and his wife. They are local to the track and warmed the occasion with their humor and stories. Tom raced him again later in the month taking second place in the 1st race and then beating him in the second.

Mid Ohio Mid Summer Madness is well named with the adorable maroon mighty car wondering what it was doing out there with the conglomeration of high power of GTIs 2s and 3s in the same race, in addition to being a huge field of 42 or so cars. After the initial

thrills of watching the mirrors for Bill Demeter and Stevie Scanell to blow by; things settled down and it was a pretty good sail taking 2nd place to an IMSA prepared 2400 cc Dodge Shelby Charger on the first day and a first place on the second day. (Yes, the Charger broke.)

End of June : the car went into the paint shop and came out LOOKING GOOD! with it's new fast

drove gingerly around, came in and then went out again. Tom gamely (or was that insanely), went out after him for one more go round, and ended up finishing fifth over all. Incidentally, the race was won by a BMW 2002 on street tires piloted by a young guy making his first attempt at racing Thereupon they changed their name to "Pray For Rain racing". Sunday was a better day, and Tom finished first of the four in his class. (the BMW came in last).



Youk at speed

paint, Olivero Logo and Larry Heitman's recreation of the door dot number.

Back then to Mid-Ohio for the Fort Wayne Region's BRAT BASH and Monsoon racing. Starting from the E Prod Pole seemed auspicious, yet as the cars collected at the grid, so did the rain clouds, and early on in the race, the sky opened. Ah, the feeling of racing on slicks in the rain; NOT FUN: Old 97 proceeded to spin twice in 2 laps. Most of the field pulled into the pits after as few as 4 laps. Our local pal

Paul Kliffel, running in his GTI,

Late July brought us back to Mid Ohio for the Historic Sportscar Racing's' vintage race series. A little strange being back on those narrow vintage tires after the slicks. LOTS of wonderful looking 356's from all over the Midwest and East coast lined up in what was to be a field of 50 some cars. We met a father/son racing duo out of Kentucky having fun on and off the track. Don Munoz drove his MGB like a demon and a fun time was had by all.

Later on in August Tom got his NATIONAL LICENSE and we returned to Mid-Ohio. We gathered the wagons round the campfire, pitting with Vic & Barb Skirmants and Tom & Jan Downey. Another nice weekend at the track weatherwise and being together with friends-wise. Tom's first national race; racing with Vic as one of 14 E Production cars, he made his way up to eighth. Quite exciting, as 10 to 12 of those drivers went on to be involved in the October National Runoffs. Late in that race, the car began to signal the driver by handling poorly and alas, Tom was visited with the pox of a flat tire, ending the race 11th of the 14 cars. Damn new tire. Love that racing luck.

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(Continued from page 12)

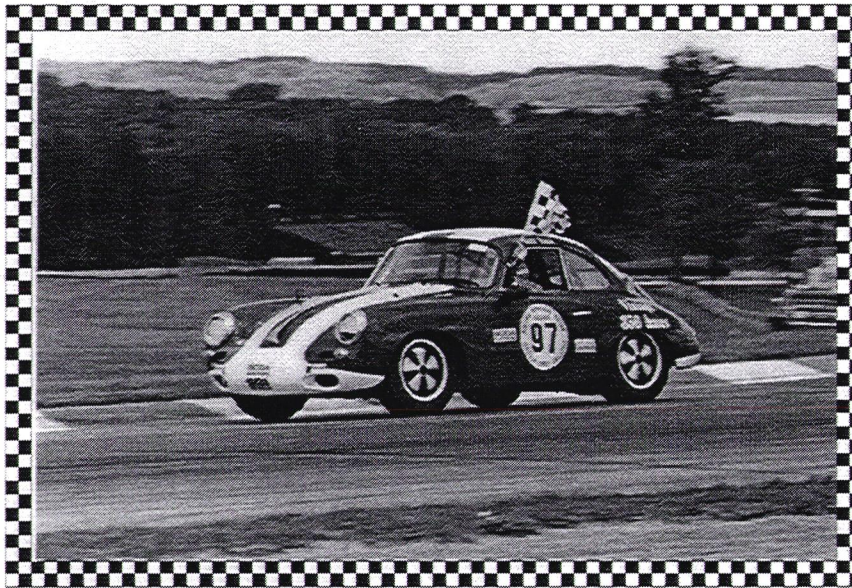
And, JUST BECAUSE we love to tow, (or do we actually like race track food?), We made the *long* trek to Elkhart Lake, Wisconsin to join the PCA over Labor Day. No really, we went because we love the place and the people.

And we have a lot of fun encouraging, con-fabbing (Do you think Ron's thwapata - thwapata noise could be the steering thingie?) and crabbing with our Chicago Region buddies. We pitted with Rich Goralnick and

Tom helped put him back in form by setting his float level on the one- two cylinder carb. It was fun to be with Kurt Wurth of the Western Michigan Region, Tom's first driving instructor. And most of all always great to be with the Patterson's - Rip & Linda and the kids. Where do they get their energy? Up early, go all day long and still going strong after we bed down in their train room. Rip was driving the wheels off their beautiful cabrio, what was it 6 or 7 hundred miles around and around, while Tom got out there with Porsche cars of every persuasion and from everywhere you can imagine. Linda in her inimitable style charming the *socks off* (and

shirts onto) everybody while tempting them with that endless supply of chocolate chippers. Nummy, my idea of heaven.

Vic had rebuilt Tom's failing motor (the crankshaft was cracked in two places) with a new configuration and the "more power" great.



Tom Youk takes the checkered flag.

Now the long straits were LOTS of fun. And you have to believe that coming up on and passing those 911s was really wonderful, as much for the thrill of it as for the stunned surprise on the faces of those guys with the bigger motors.

Tom picked up what we have dubbed " the world's ugliest bowling trophy" for his 1st in class and I am wondering if it can be converted into some sort of umbrella/plant stand, anything to get the four foot flag out of the living room.

October brought the finale of the Regional Runoffs at Grattan. Tom qualified 2nd in class and

finished First to become the 1996 central-Division Regional Champion in E Production. Hurrah!!

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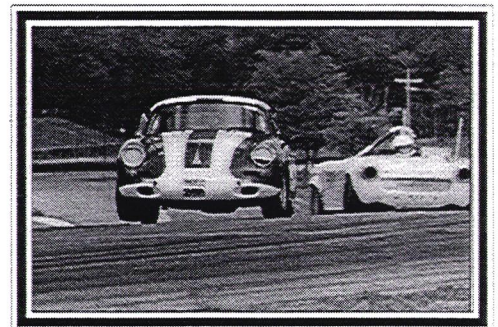
December 14th we headed to Columbus for the annual Ohio Valley Region Sportscar Club of America Awards Banquet. Tom was excitedly congratulated as he was presented with his First Place

award by Phil Alsbach, the regional executive , noting that Tom had not only won on overall points earned; but had also won the Mid- Ohio Cup for regional points earned, and that he won the runoffs race to boot. Good job!

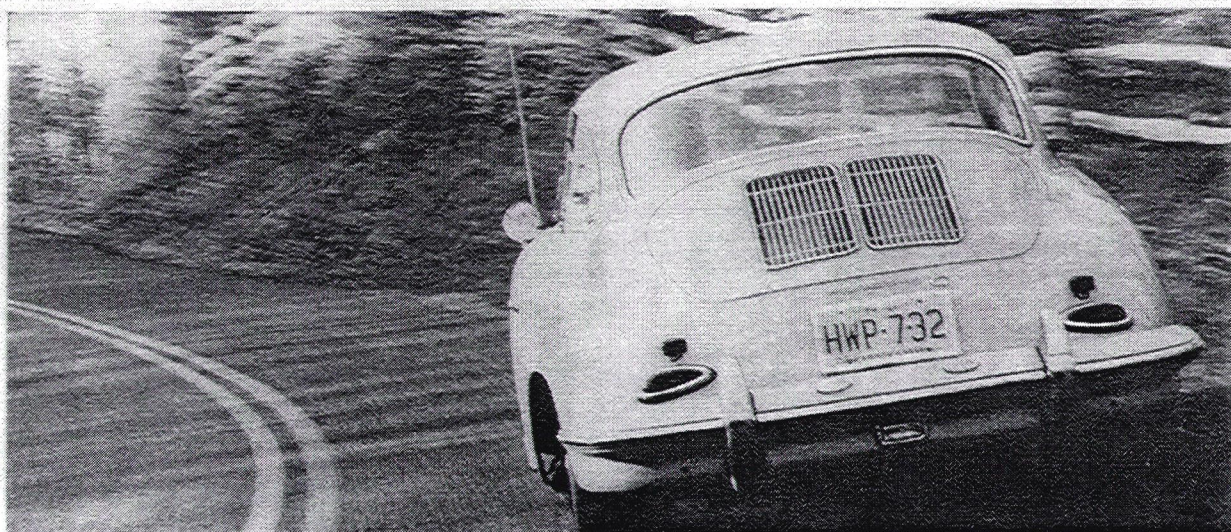
And, as we pack away the rain gear for another year, There is a small Post Script:

The affections of the

mad racer man have shifted, as he becomes intrigued with NEW possibilities, and yet ANOTHER new old car has come into the garage and, once again, the transformation begins.



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