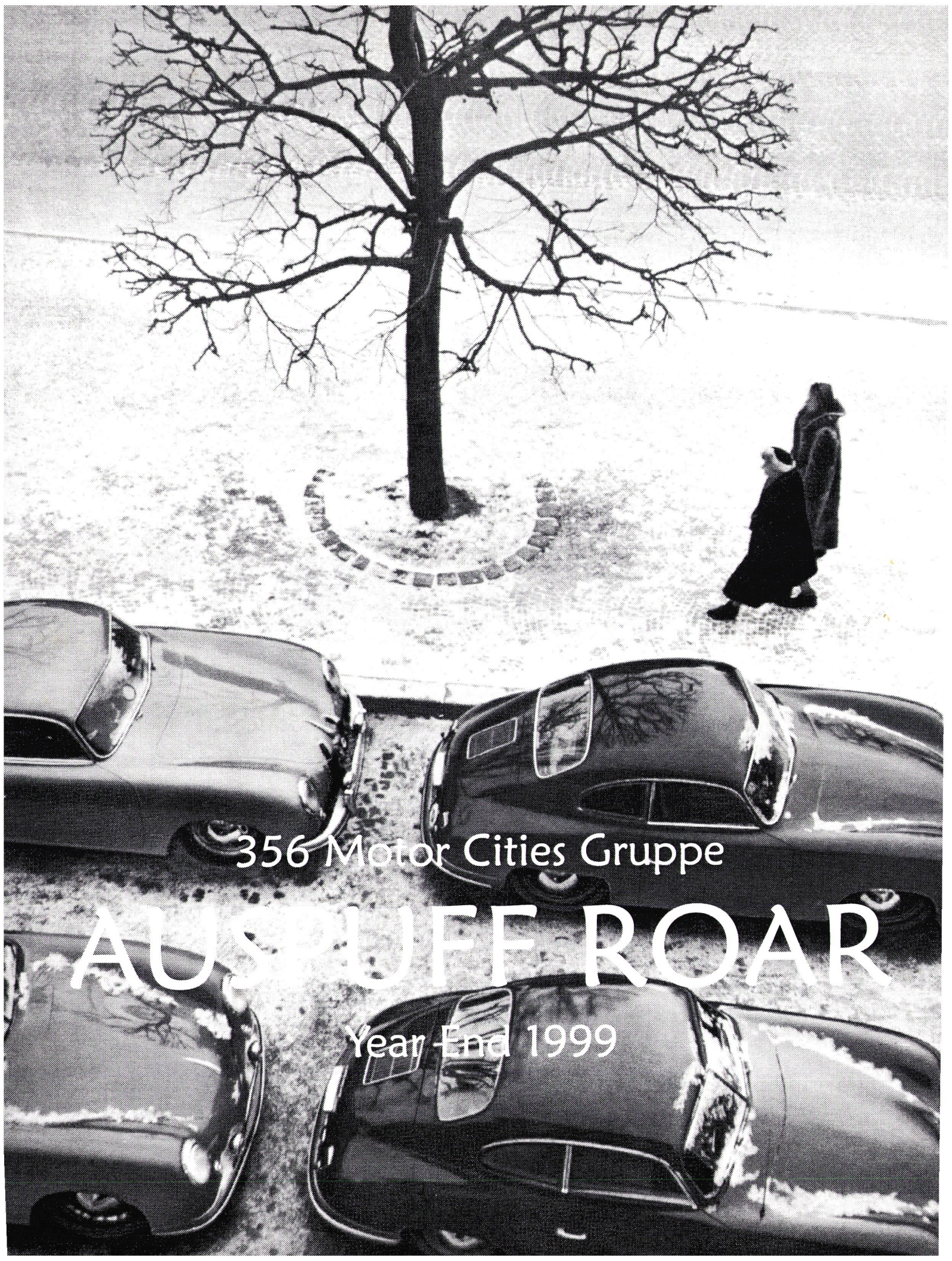




356 Motor Cities Gruppe

AUSPUFF ROAR

Year End 1999

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ON THE COVER:



From "Liebe zu Ihm" A winter 356 scene. Note that the two cars on the right have solid wheels while the car on the bottom right has a split windshield and a radio antenna. Both cars on the left have driving lights and slotted wheels while the top left car also has leather hood straps.

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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PRESIDENT'S LETTER

By Dick Beecher

Here we are at the end of another year. As we look back it was a successful one for the 356 Motor Cities Gruppe. We enjoyed well planned and attended Spring and Fall tours. The Garage tours always have good participation. The Gruppe membership generally supports our activities. Sometimes the attendance at our General Membership social meetings at the Brass Pointe Restaurant is disappointing. However, we have many members who are still working (unlike me), have family obligations, are very active in other organizations and can't always make our meetings.

Personally, I think our Gruppe works quite well. There are different philosophies the way organizations function. Some clubs are very structured with much time spent raising money to build treasuries with equal time used to agonize over the use of the funds. Many rules are established to be certain that attendance is required or you're out. Calendars are so filled with events that there is little time for anything else and eventually some burn out and drift away.

Our Gruppe seems to operate with a "low key" approach. The Board meets when necessary to make decisions on club issues and presents them to the membership when necessary. Our regular membership meetings are then social ones with minimum time spent discussing details. Members step up to plan events and they are well attended with other members that want to be there. I believe our somewhat inactive members maintain their membership to receive our great newsletter and that's OK, because occasionally they

find the time or will travel a long distance to attend one of our events. Also, our dues are a real bargain.

I favor the low key approach although we must admit that at times, it is good that well organized, dedicated members like Barbara Skirmants call to remind me of things that need attention to keep us on track, for that I'm grateful.

To keep our Gruppe on track it is time to elect three trustees for terms that are expiring. A ballot is included in this newsletter with the names of four persons that were nominated for the three open trustee positions. Vote for three positions and send your ballot to Gruppe secretary Lanita Dunham or bring to our annual Christmas party December 12, 1999. Dick Beecher is not running for re-election, however he (I) will continue as President for one more year to complete the two year term.

As there are different philosophies regarding club operation the same goes for the way we use or enjoy our cars. Some Porsches are so perfectly restored that they are not driven for fear of getting them chipped or dirty. I can't stand not to drive my cars, however we appreciate cars that are truly "works of art" and can understand why they are not driven regularly if that is the owners decision. We were discussing the use of our cars one Saturday (isn't that what we always talk about at Neil's on Saturday?) and I recalled that years ago as an S.C.C.A. Northeast Michigan Region member, we held snow-runs. I ran a rather rare 1953 Alfa-Romeo aluminum bodied coupe over farm

fields in six inches of snow in timed runs. These courses were not on roads or even trails, but on fields. Not only were the courses rough, they were was cold. The Alfa's heater was somewhat like a slight breeze blowing over a candle. To make the events more fun we often had them at night. Another popular winter event were ice runs. The ice was a bit easier on the car as the ice on the lake was smooth. I can now think back on the ice runs and imagine a group of Porsches floating out to the middle of the lake like Lake St. Clair ice fisherman. I doubt the Coast Guard could affect a rescue.

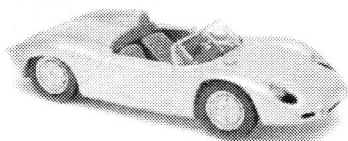
We also participated in road rallies that ran over a course including sections that were from the S.C.C.A. Press On Regardless Rally. These sections were very rough gravel roads slightly better than logging trails. Only once did I subject my regular family vehicle, a 1965 Cortina G.T., to such abuse.

Now I only decide not to drive the Porsches on rainy days. Please contact me if anyone would like to arrange a snow run, ice race or a winter gravel road rally. We will however, be south the months of February and March.

Whatever your feelings are toward club operations or the use of your car, please attend some events, come to our regular social membership meetings, plan an event, or contribute an article to the newsletter when you can. Also don't miss our annual Holiday party.

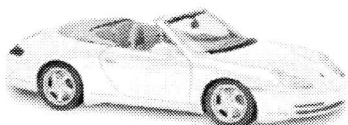
Best Wishes for the Holiday Season and a Great New Year.

Dick Beecher



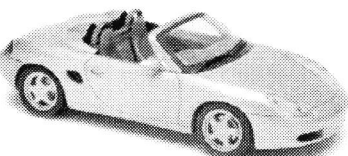
The 1/43 718 RS 60 Spyder

The 1960 Sebring race winner. From the wheels to the cockpit, the detail is uncanny.
WAP.020.020 Silver **Reduced! \$29.00**



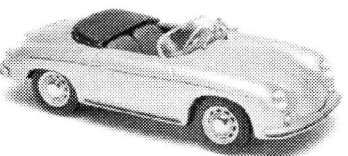
The 1/43 911 Cabriolet

The highly adaptable convertible member of the 911 family. Depicted in this model with top down and exceptional interior detail.
WAP.020.050.97 Yellow **\$28.00**



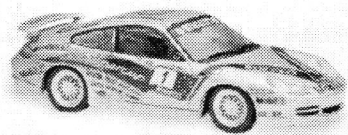
The 1/43 Boxster Speedster

The Boxster's aerodynamic fairings resemble those of the 356 Speedster and the 550 Spyder. Meticulous detail throughout.
WAP.020.054.97 Silver **Reduced! \$19.00**



The 1/43 356A 1600 Speedster

With its trademark low profile windscreen, this was a limited production car in 1956. With steering wheel rim, three instrument clusters, and detailed slotted wheels
WAP.020.022 Silver **Reduced! \$29.00**



The 1/43 Supercup Racer

The 911 GT3 is a competition version of the new 911 with full roll cage, adjustable rear wing, and 360 horsepower. Exceptionally detailed wheels, race interior, and body panels.
WAP.020.057.99 **\$28.00**

Happy Holidays!

Stoddard

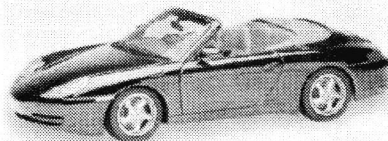
Imported Cars

The 1/43 911 Carrera 4 Cab

Droptop with all-wheel drive yields ultimate sporting versatility. Extraordinary cockpit detail.
WAP.020.058.99 Vesuvio Metallic **\$28.00**

The 1/43 911 Carrera Cab

WAP.020.051.97 Turquoise Blue **Reduced! \$19.00**



The 1/18 911 Cab

Incredible interior and engine detail. Working steering, opening doors, deck and hood.
WAP.021.009.97 Black **\$29.50**



The 1/18 911 Coupe

Working steering, opening doors, front compartment and rear engine compartment.
WAP.021.008.97 Zenith Blue **\$29.50**



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With its easy-pedal power, and functional steering, this Boxster is certainly sporty enough to excite 2-4 year old sports car enthusiasts! Remarkably detailed wheels, lights, mirrors, and even a Stuttgart license plate!
WAP.024.000.97 Silver **Reduced! \$225.00**



Limited Editions

911 Coupe Evolution

Silver 1/43
911 Coupe 1965
911 Carrera Coupe 1975
911 Carrera 2 Coupe 1990
911 Carrera Coupe 1995
911 Carrera Coupe 1999
WAP.020.SET.01
Reduced! \$185.00

911 Cabriolet Evolution

Silver 1/43
911 SC Cabriolet 1983
911 Carrera Cabriolet 1990
911 Carrera Cabriolet 1995
911 Carrera Cabriolet 1999
WAP.020.SET.02
Reduced! \$175.00

Le Mans History 1/43

356 Aluminum Coupe 1951
917 Short-Tail Coupe 1970
917 Long-Tail Coupe 1971
936 Spyder 1977
935 "Moby Dick" Coupe 1978
956C Coupe 1982
911GT1 1996
WAP.020.SET.03
Reduced! \$285.00

550A Spyder

1/43 Silver WAP.020.023 **Reduced! \$29.00**

911 Turbo

Vesuvio Metallic 1/43 WAP.020.011 **\$23.00**

911 S Black 1/43 WAP.020.029 **\$28.00**

996 Coupe

Palladium 1/43 WAP.020.048.97 **\$24.00**

Silver Boxster

1/18 WAP.021.007 **\$29.50**

911 Carrera 4 Coupe

1/43 Guards Red WAP.020.060.99 **\$28.00**

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MOTOR CITIES GRUPPE CALENDAR

DECEMBER

12th—Motor Cities Gruppe Holiday Party at The Oakland County Sportsman's Club at the Waterford Hills Race track. Starts at 3:00 PM. Please call Barb Skirmants for more information at 810-558-3692.

JANUARY

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

FEBRUARY

TBD—Winter Dinner. More info to follow.

MARCH

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

APRIL

OPEN

MAY

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

TBD—Spring Tour

JUNE

TBD—Stoddard all Porsche Swap Meet

TBD—Mid Ohio Vintage Gran Prix and Saturday Night BBQ

JULY

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

AUGUST

TBD—Family Picnic

DOWN

MAR

RAH

Auto Body
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The Skirmants' and the Downey's stop for a great "vintage look" photo opportunity at Randy's Service in Traverse City

This years Fall color tour was a "back to our roots" sort of thing. It was an overnight event like the Fall tours of the early days of our Gruppe. Our meeting place was in Flint, MI on Saturday October 9th, but our destination was Harbor Springs.

We got off to an auspicious start as my wife Narmeen, in the chase vehicle (Minivan), followed Richard Hinson and Bob Count out of the

Parking lot and onto the interstate. The only problem was that Richard and Bob were only there that morning to see us off and were actually on their way home. So, as Narmeen, my mother and two daughters headed south, the Gruppe headed north. I did not see her in my rear-view mirror as we all pulled onto I-75 and figured that she just got a slow start. She knew where we were going, so everything would be ok, I thought, as we tooled along.

She later passed us without my knowledge when the Gruppe stopped at a rest area about an hour after first leaving. I only discovered this when we all passed her back as she was getting a ticket about 5 miles north of our stop. The chase car was back with us at the next gas station and we were whole once more.

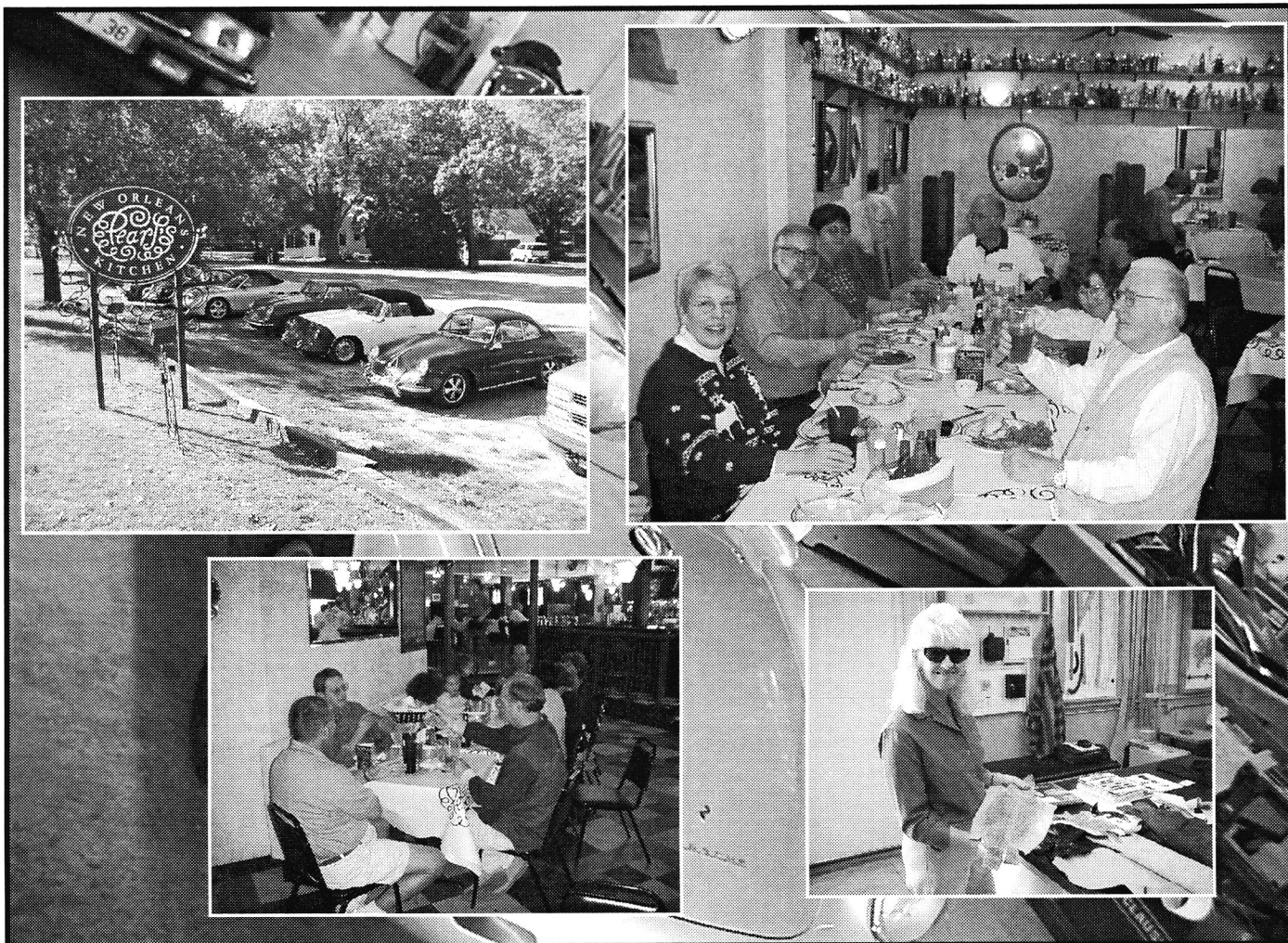
After meeting some friends in Traverse City we were now on to Elk Rapids and Pearl's restaurant for lunch.

We then drove to Ellsworth, MI through some beautiful back roads to *Time Machines*, the restoration facility owned by Gruppe member David Draper. Let me tell you, this place is fantastic. The cleanliness of the shop area and quality of equipment alone speak of the kind of work they do. The place was lousy with desirable sports cars. We had a great tour and although there was only one Porsche there, it was a good one to have. It was Dave's 550 Spyder which may be familiar to you as he was kind enough to show it at our '95 *Eyes on Design* and '98 *Meadow Brook* events. Thanks to their shop manager John Wagner and Dave's nephew, Chad Draper, for taking time out of their Saturday to show us their place.

As we were preparing to leave, Tord Smedberg carjacked my "C" coupe and forced me to drive his Ferrari to Harbor Springs. I guess after selling his Speedster it was too much for him to see all those 356's in one place. I felt a bit sorry for him so I handed him my keys. Wow. I used to think my 911 was a skateboard. That thing was a rocket under my butt. I could never own one though, as I found out the next day. Fast forward to the end of the trip and the way home. I realized *after* I got a flat tire that my brother-in-law, Johnny, had put my 356's jack and lugwrench in my Ghia convertible when he took it on a trip.

1999 Gruppe Up North Tour

By Sebastian Gaeta



Not realizing I was going on this tour and that the Ghia already had the necessary equipment, off he went with two complete sets of jack, handle and lug-wrench. Luckily, Tord and Carmen were following close behind when the flat tire occurred. It was also then that I discovered why I could never own a Ferrari: 1) No spare tire. 2) No jack. 3) Yup, no lug wrench. But it does have this neat tool kit (no 19mm wrench in it, though) which is calfskin leather with a crushed velvet lining and includes, among not many other things, a can of what is essentially Italian imported "Fix-A-Flat". Apparently my Italian brethren are not worried about a shredded tire or bent wheel, but since I am prone to just about anything on the road, I need all of the above.

Back to the story. We made our way from *Time Machines* through Charle-

voix, north along the lake and into Harbor Springs. Unfortunately, fog prevented us from seeing much of Lake Michigan on this leg of the tour, but it didn't dwindle our enthusiasm. As we were turning into our hotel, *The Colonial Inn*, I spotted a silver 356 coupe about four blocks away from us. I figured that it was someone who was joining us late, but neither the owner(s) nor the coupe ever posted. Anyway, if this sounds like it was you, I'm sorry you missed the remainder of the weekend.

We arrived at the Colonial Inn about two hours before our dinner reservations at the "New York Restaurant" which gave us plenty of time to relax and explore the town a bit. For the few of you who have never been there, Harbor Springs is

a quaint little village right on the shore. It has as picturesque a downtown area as you'll find in Michigan with streets facing the bay lined with big, beautiful, summer homes, and more sailboats than you can shake a stick at.

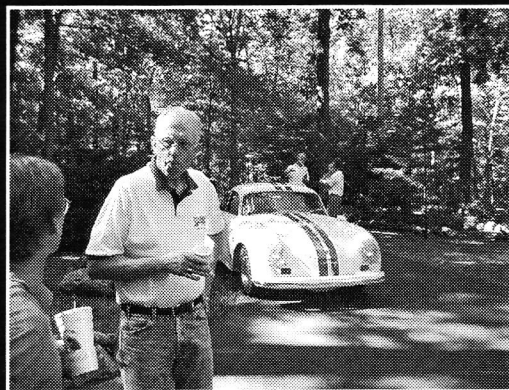
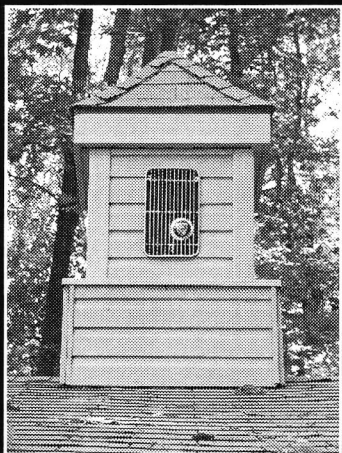
Dinner was great and a few of our Gruppe finished the evening across the street at *Bar Harbor*.

The next morning we shoved off at 10:00 AM to finish our weekend tour. Our drive took us up Michigan route 119, a meandering scenic road that runs high above Lake Michigan all the while treating us to some unbelievable views. 119 is the perfect twisty-turny up and down, this way and that way road that seems to have been built just for our 356's. We made a stop in Good Hart to stretch

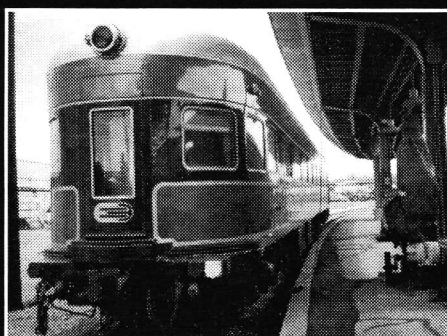
our legs a bit when a few people split off to head home early. Those of us that stayed on course towards Mackinaw City were treated to more wonderful driving roads, they just weren't all along the water. The color was in full bloom and this part of the drive afforded us the peep at the trees we had all pretended to come for.

Even though the flat tire was yet to come, the entire trip was as enjoyable as any I could remember. Perhaps this will jump start the old tradition of the Motor Cities Gruppe overnight tours in the future. If so, don't miss the next one.





Bill Toburen's summer garage tour



Tom Kearns' Railway Car tour on Ferry Porsche's birthday, 1999



Thanks For your Patience

You've heard or read how great the Yokohama A321 tire has been performing for some of your friends driving 356 Porsches. It provides a comfortable, quiet, grippy ride and fills the wheel well which gives your car a great look. The word-of-mouth has been extraordinary and our phones have been very busy since last spring. As a result, I placed a large order to accommodate the interest that had been generated by an article in *Auspuff Roar* for Motor Cities Gruppe members.

Obviously many of you contacted your far-flung friends and told them about the tire too. That helped provoke a "run". The demand for the tire has been so great nationwide that the available supply was exhausted rather quickly. When quantities were exhausted rumors spread that the tire was going out of production . They're not going out of production.

Yokohama has had to reschedule production of the A321, 185/70 VR 15 several times because of the extraordinary demand for their other performance products.

In early November I was told by Yokohama management that the A321 is scheduled for production in the next few weeks and will be available after the first of the year.

To thank you for your patience, I will be offering free life-time wheel balancing when you take delivery of a mounted set. Thanks to Ted Dunham, Neil Goldberg and Sebastian Gaeta, I've located a 356 drum brake wheel hub which now allows us to mount any 356 wheel, whether disc or drum, to our high speed balancing machine and balance your wheels and tires properly.

Many of you know that we also have an extensive array of specialty wheels for the enthusiast. I'm pleased to share that we are a source for the 4.5" x 15" and 5.5" x 15" Brazilian chrome wheels at a very reasonable price that gives your 356 an extraordinary look. There will be a special price for the wheel and tire package for Motor Cities Gruppe members.

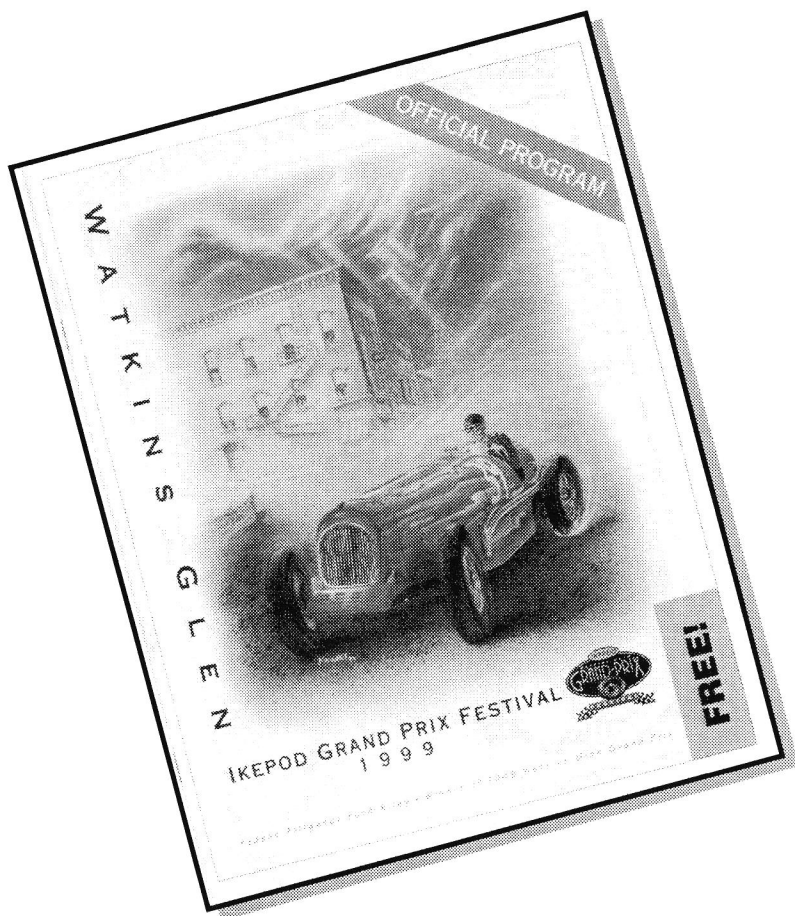
My profound thanks for your continuing patience. Obviously we had hoped to have installed a set of Yokohama A321 tires on your 356 Porsche by now. But you'll have them on for the first ride in the new year. May, I encourage you to place your order at your earliest convenience if you haven't already done so, We're keeping a list.

Have a nice holiday.

Cordially,

John Schwartzenberger

Manager
Discount Tire - Novi
42990 Grand River Ave.
Novi, MI 48375
(248) 347-1501



And the mechanical wizards stepped up again

By Richard Hinson

The trip to the Grand Prix Festival held at Watkins Glen was the fourth that Dave & Mary Hinz have organized. Each year a few more notice the clever window decals that Hinz custom designs and bestows only to the participants. To get one you're required to roll out at the crack-of-sparrows; meet in Lake Orion for the trip through Canada over to the finger lakes; then head

south at Geneva to Watkins Glen which is situated on the bottom of Seneca Lake.

Ironically, the trip is made to support the vintage racers in the Motor Cities Gruppe-Vic Skirmants, John Chatley, Don Munoz, Lane Mally, Bill Hallandal, Lou Livengood and Tom Downey, whether they make the trip or not-but this year only a few cheerleaders made the trip to the track. Some heard that the ticket prices had climbed to \$50 a day (truth was it was only \$30) others got waylaid by the many activities in the area that support the Grand Prix Festival.

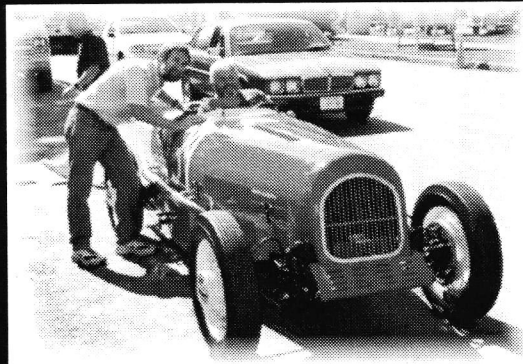
In fact, out of the sixteen who signed on for the trip east, four

had entered the Watkins Glen Concours in the Park. And being experienced Qtip fanatics, the Porsches walked off with the lion's share of the awards. This makes two years in a row that our gang has walked away with lots of awards. The locals, who are largely from the English car ranks, were rangled. There were indeed some very, very nice cars on display. To have 40% of the awards go to Porsche 356s shows how beautifully our cars were prepared. I overheard some of the judges talking about Ted Dunham's yellow Carrera GT Coupe facsimile, they acknowledged that it deserved to win but they just couldn't give 50% of the awards to those damn Porsche guys from Michigan. Oh well.

This particular Watkins Glen vintage event, The Ikepod Grand Prix Festival, has gotten like the Monterey Historics with so many support activities that many go to the track, get distracted visiting with old friends and never watch a whole race. Others polish or tour the back roads looking for antiques and brica-brac or bargains from the many vineyards in the area. Those who were exploring the back roads missed an extraordinary performance by Vic Skirmants.

Our trip there was relatively uneventful. My Conv D has been having starting problems, but it eventually would fire up. Dunham with his massaged 914 engine consumed a bit more gas than the rest and he was on fumes when we crossed

Previous Page: Cover of the 1999 Watkins Glen Grand Prix Festival Program showing the winning form of the 'Gator 50 years ago. Right: Bill Green at the wheel of the car at this years 50th anniversary event.



Star of '99 Festival is '49 winning Ardent Alligator

by **BILL GREEN**

One of the most famous cars to race at the Glen is the Ford-Riley C Ardent Alligator, which won the 1949 Watkins Glen Grand Prix with Miles Collier at the wheel.

The Alligator began life in 1929 in England as an 1100cc, 55 hp. Riley-Brooklands. Purchased in 1934 by Miles Collier, he and brother Sam raced it in the U.S. in 1934 and 1935 in races sponsored by the Automobile Racing Club of America (ARCA). Stored until 1939, the car was then re-bodied and a 239 C.I. Ford engine was installed.

Although blue today, the car then was painted a light green similar to the color of an alligator from which it got its name. Among the various definitions of the word "ardent" one can assume that passionate or fierce were brought to mind.

World War II resulted in yet another period in storage, after which the car was painted red, with yellow wheels, and was raced in 1949 by Miles at Bridgehampton, Long Island. Miles next entered the 1949 Watkins Glen Grand Prix in both the 4-lap (24.6-

mile) Seneca Cup, and the 15-lap (99-mile) Grand Prix. The 1949 Seneca Cup was the first time a LeMans start was used at Watkins Glen. With their mounts lined up at a 45-degree angle along one side of the road, at the drop of the green flag the drivers were required to dash to their cars from the opposite side of the road, buckle in, start the car and be on their way as fast as possible.

Starting positions within each class were determined by drawing from a hat. There were no official practices or time-trials.

Dicing with Briggs Cunningham II in his 166 Inter Ferrari and George Roberts in Cunningham's Bu-Merc, Collier steadily worked his way into third place overall on the third lap. After a mandatory pit stop, Cunningham led, with Roberts a close second. Collier caught and passed Roberts just after Archie Smith's Corner. Looming large in Cunningham's rear-view mirror, Collier passed Cunningham just before Miliken's Corner and went on to win the Grand Prix. Collier's winning speed was a record 68.46 mph. He also

clocked the fastest lap of the race, and a new overall lap record, of 75.38 mph.

The Alligator was raced at Boca Raton, Fla., and again at Bridgehampton, before returning to the Glen. At the Mt Equinox Hill Climb in Vermont Sam Collier also set a record time that stood for many years.

In 1950 the car was again entered by Miles in The Seneca Cup, claiming third overall in spite of finishing with only high gear. The car was not permitted to enter the Grand Prix since FIA rules then required a spare wheel, and there was nowhere to mount one on the Alligator.

Watkins Glen Grand Prix founder Cameron Argetsinger purchased the car and entered it in the ill-fated 1952 Grand Prix, which was never completed due to a fatal accident. The car was next sold to George Rabe, who raced it at the "new" track at Watkins Glen in 1954 and 1955. In the mid-'60s, the Alligator was damaged in a fire while owned by J.D. Engleheart. The car then passed to Bill O'Donnell, who began restoration work, and was driven in a vintage race by Don Leferts.

Present owner, Peter McManus, has completed restoration of the Alligator and has returned it to the Glen a number of times, including the 1998 50th anniversary of racing at Watkins Glen and the re-birth of road racing in America.

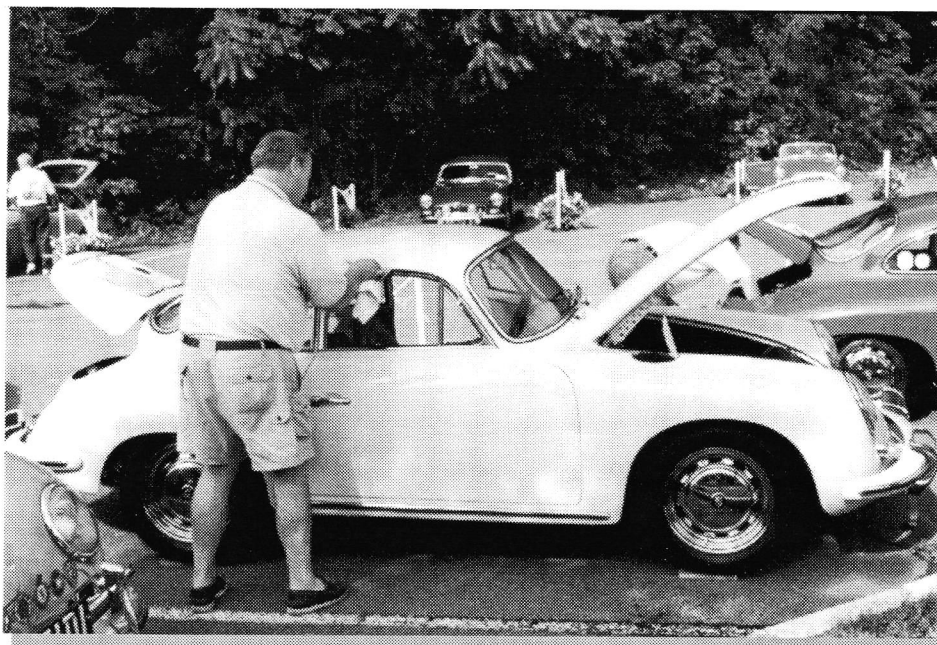
We are proud and delighted to honor the Ardent Alligator on the 50th anniversary of its Watkins Glen Grand Prix victory.

back into the USA. With our string of eight vehicles including one pulling a trailer and the ubiquitous road construction, we managed to lose the McLaughlins driving their 318i BMW shortly after we left the gas stop,

but they magically reappeared some thirty minutes later. Thank goodness the trip map put together by Dennis Denyer was very complete. But on Friday night coming back from dinner the mechanical

gremlins landed in force.

Dave and Mary Hinz were driving the gutsy silver Carrera Coupe that Neil Goldberg and Ted Dunham crafted. The Skir-



mants engine has a compression ratio of 10.25:1, puts out about 125 -130 horsepower. It has a wonderfully nasty sounding exhaust, five-point harness, Speedster seats and goes like the hammers-of-hell when you get it fired up. But the damn thing always has been hard to crank. The new Optima battery really has to work hard. And even then you're saying prayers.

We had enjoyed a leisurely dinner overlooking a marina on the north side of Watkins Glen. A fresh wind was whipping the marina flags out of the north. Hurricane Floyd was something we were following on the Weather Channel. Watkins Glen was being promised a cool, clear day on Saturday to explore, tour, shop or go to the races. Spirits were up. It's amazing how a glass of wine, a martini or a couple of margaritas could put you in a real positive frame of reference.

The walk back to the Concours

in the Park site where Hinz, Dunham and the Denyer brothers had parked their cars was exhilarating, especially with all the different music wafting down the street-jazz, reggae, and fifties stuff. It was dark, and there was talk about going back to Rainbow Cove Inn and light a bonfire near the water and open a couple of bottles of the wine that had been purchased at the Glenora Winery. Hinz, good host that he is, thought he'd stop off to buy a couple more of bottles so that everyone could have something to warm them up. Peterson and I, non-Concours hangers-on, had been relegated to parking down a side street and suspected those rascals were going to peel off and leave us to find our way back. It would be the blind-leading-the-blind.

The town was jammed with revelers so the normal route out of town was blocked off. Like Lemmings a few of us wove

through the side streets trying to get by the crowds. Hinz and Dunham went south to go north. On the way out of town, by happenstance and impatience I was leading the Petersons, Dennis and John Denyer and the McLaughlins.

I mean we weren't 3 miles out of town when I noted the lights of the car behind me -whom I thought were the Petersons in their Cabriolet-were looking awfully puny. At 5 miles they looked like a bathroom night-light. Hmmm, should I stop, or keep going. We continued on our way via a very back road to find our turnoff to the Rainbow Cove Inn. This was my first trip back to Watkins Glen since the '70s, I'm definitely the wrong guy to lead the way. There were three routes into the Rainbow Cove Inn and I couldn't recall a sign except on the far north side. All I remembered was that it was about 22 miles from town to the motel. Unfortunately, the lights to my speedometer and odometer weren't working.

All of a sudden the lights on the car behind me switched off. And the car behind them turned on their bright lights. Peterson is in trouble. So I slowed down for two reasons-so whomever could see the road from my lights and I might spot a familiar landmark to turn off to find the motel.

I eventually pulled into a Ma & Pa type motel to ask directions expecting them to follow me in, only to watch John Denyer pass Dennis Denyer and they

kept on chugging. Momentum was the watchword. It was Dennis in his pristine Champagne Yellow SC Coupe that was in trouble.

Back in the motel parking lot, which was lit by a 100W flood, we discovered that Denyer was having serious problems. And to make matters worse, neither Dunham nor Dave Hinz had arrived. Peterson was nursing some shifting problems. And I couldn't restart my car. Jesus wept, what's going on here. Wait, here comes Dunham but no Hinz. John, get on your cell phone and call Hinz. What no phone? Misplaced your new phone? Mary call Dave. What no answer?

Forty minutes later we made contact with Hinz and discovered that he couldn't keep the coupe going so it was re-hook up the trailer to the Yukon and schlepp back and pick up our Tour Director. We could also scour the Concours site for Denyer's cell phone. When the phone search turned futile, Denyer's good friends suggested that it was being used by a friendly drug dealer to run up a large bill. After all Denyer has the plan with unlimited calls to anywhere in the world. So it was off to the police station to see if it had been turned in. Foiled again. Time to cancel the phone service. By now it was pushing 11pm.

Back at the parking lot, the wives, listening to more car talk as the mechanics mulled the fate of what to do next, weren't exactly sending signals that they hoped that the husbands brought their Viagra. Wisely, the final decision to cannibalize Hinz's car for various

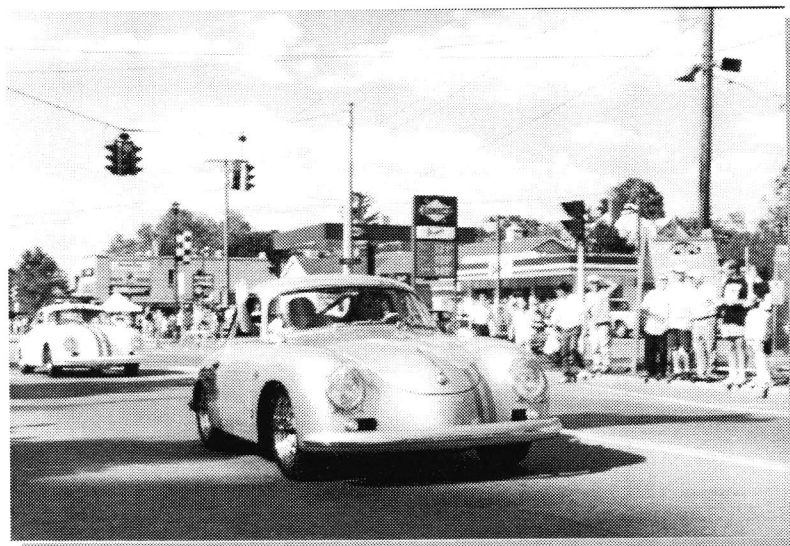
parts was to be left until morning when we could see and the alcohol wore off.

Early Saturday morning I tried to get the Conv D started. I flooded it. The resulting backfire sounded like a 45 going off. You can imagine hearing backfire five times before 8am. I was real popular. Especially with the Petersons and Dunhams. My car was parked

just outside their room. The couple next to them from New York slept through it all. They said later that it reminded them of home. This was the day when we were going to shuffle off in several directions, all, that is, except Ted Dunham and Dennis Denyer. As the entourage was pulling out of the parking lot, Mary Hinz said from the Yukon, "The trailer's open, take what you need."



Above: from L to R: Lanita Dunham, Dennis Denyer, Barbara Peterson, Sue Denyer, an unidentified friend, Vic Rivera, Mary Hinz. In the background you can see John Denyer, Hinson and Ted Dunham checking out a Speedster. **Below:** Dave and Mary Hinz in their newly aquired GT replica leading Ted and Lanita Dunham in theirs in downtown Watkins Glenn. **Previous page:** Dennis Denyer preparing his car for the Concours.



From Concours car to parts car in less than a day and your wife is graciously giving away the parts.

The ladies went shopping, the guys wisely took them wherever they wanted to go. This was not the time to have the ladies grumbling about those damn cars.

Especially Hinz whose eyes mist over when he talks about driving an old Alfa down the corkscrew at Leguna Seca. just in case he has squirreled away a driver's suit, helmet and Nomex gloves and honed his skills at a few driving schools.

We left Dunham removing the voltage regulator then the generator from Hinz' car putting it in Dennis Denyer's car. They were ready to boogie when the ladies came to unload their purchases at about 11:30am. You would have thought that Father Dunham had joined the "Order of St. Christopher" in his quest to keep us going. Over the weekend he spent the better part of 8 hours on his knees with his head buried in an engine compartment, under a dash or probing a transmission tunnel.

He got my car going. But he was the only one who could get

it started. The fix lies in either the miracle of contact spray or replacing the ignition switch. He suggested a fix for the Petersons. He sorted through possible solutions for Hinz tweaking a few things which got the car starting much easier than before.

The trip back on Sunday was top down for the open cars. Sunny and warm. We left a day early because of travel commitments of some. But there still was another adventure ahead of us.

John Denyer had recommended that we stop at Niagara on the Lake to get some lunch, listen to the bagpipes and mingle with the crowds who came to shop or go to the Shaw Festival. It's a great town to indulge your hungers. The dollar was \$1.50 Canadian so the shopping was very tempting. Beautifully knitted wool Irish and Scottish cashmere sweaters-knock 1/3 off. That made them just a little bit more expensive than the 2-ply cashmere you can get from Land's End.

The Petersons have made the trek to Niagara on the Lake fre-

quently for the plays, to shop and stay in one of the many picture-book Bed & Breakfasts or quaint hotels. It had lots of positive energy and things happening. We all thought it was a delightful place to spend a weekend.

Even with our mechanical snafus, it was a great trip. Hinz, the Tour Director, let Jeff and Helen Ripley from Rainbow Cove Inn know they should save a block of rooms for next year. There's lots to do beyond the racing as we discovered this year. We also discovered that there was a lot going on at the track too. Let him know if you want to participate because the block of rooms go fast.

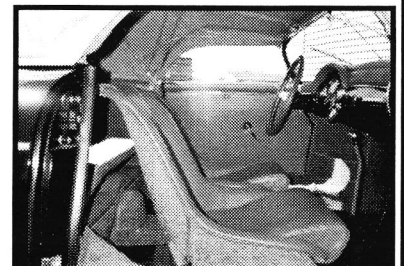
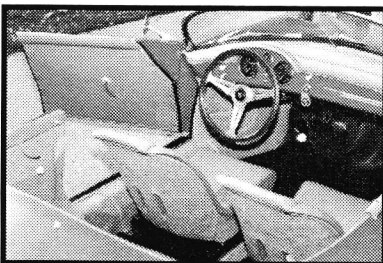
Oh, one more thing ... Father Dunham-whom we're petitioning for sainthood- asks that you have your cars prepared for long distance travel. Don't ignore the warning lights. Have the ignition switches, voltage regulators, generators, distributors, tune ups, and shifting mechanisms done before we head out, he would like to spend more time with his wife.

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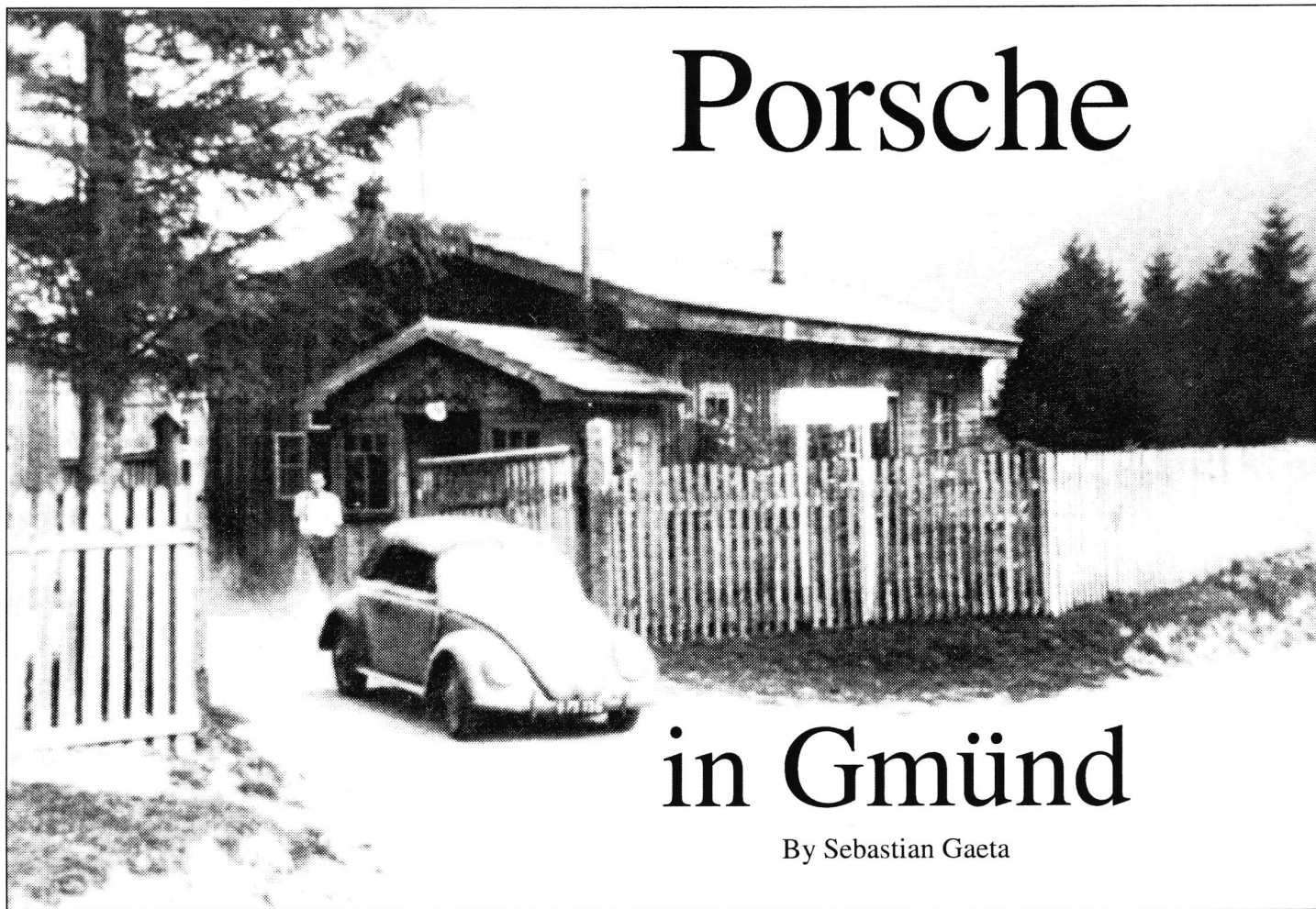
The semester-length **evening course** will incorporate the seminar subjects while emphasizing lectures coordinated with hands-on instruction relevant to many of the elements of a restoration project. Bench-top projects and short in-shop restoration procedures can be performed on site by the students. 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

in Gmünd

By Sebastian Gaeta

In 1945 many people in Europe found themselves in a situation they never dreamed could happen. One particular subject pertinent to our interests, the Stuttgart design offices of Porsche had even been forced to move to a far corner of Austria, the small town of Gmünd in Carinthia. The history of Porsche as a Car manufacturer really began in Gmünd.

It seemed very unlikely that automobiles would be built or sold again in the very earliest days. The Volkswagen plant in far-off Wolfsburg was largely destroyed, and anything left of Germany's automobile production facilities was threatened with dismantling.

What a handful of engineers and me-

chanics somewhere in Austria accomplished during these few short years was nothing short of a miracle.

How did Porsche get to Gmünd? Relocation had been ordered in 1944 by the office of armaments minister Speer, when the Stuttgart area was considered too dangerous from the air raid aspect. Professor Porsche had already convinced himself of the effects air raids might have. Taking along some colleagues, he had driven to the burning town of Mainz following a nighttime attack. What they saw confirmed that the relocation decision was the right one. The first attacks on Stuttgart came shortly thereafter. The German Government originally wanted to relocate the company to Czechoslovakia, but the Porsche family firmly de-

clined to accept this idea as if they knew of what was to come there. "When I heard that," said Ferry Porsche, "I set out to block it. That would have been the end for us." Then they searched Austria - and were successful. They were offered a glider landing field in Zell am See, not far from the family's property, and the Holzwerke Meinecke, a sawmill in Gmünd. "In those uncertain times the best solution seemed to me to divide the entire inventory into three parts: with a third each in Stuttgart, Zell and Gmünd. One of them would hopefully survive after the war was lost."

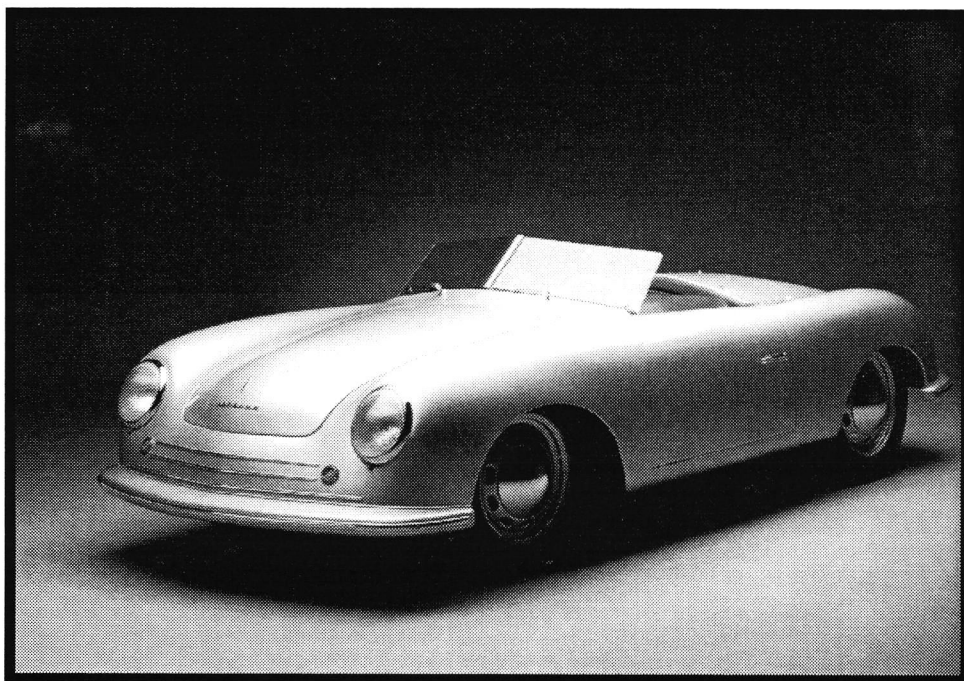
The relocation was quickly carried out. In Gmünd, temporary quarters were built for the staff, walls were fitted into the open sheds of the sawmill which belonged to a Berliner named Willi Meinecke, so these

could be used as temporary production areas.

Ghislaine Kaes, private secretary to the professor and Ferry Porsche's first cousin, reported: "The first 30 railroad cars arrived in Spittal on the Drau in June 1944, bringing drawing boards and other materials from Stuttgart. Pfeiffhofer, a moving firm in Gmund, received a contract to haul the shipment to Kamerau. In July and August the first staff members arrived in Gmiind, including Erwin Kommenda, head of body development and Leopold Schmid, who had developed the Porsche gearbox with the 'magic ring' synchromesh. Miss Elfriede Goesseringer, a relation of the head of the experimental department, engineer Emil Rupilius, joined the firm as an apprentice but was soon general secretary for the firm. Four years later she married one of the young engineers, Ernst Fuhrmann, father of the 4-cam engine and future President of the firm.

Previous Page: Ferry Porsche's supercharged VW Cabriolet leaves the grounds of the saw-mill which housed the Porsche firm in the late '40s

Below: Studio photo of Porsche #001.



During August and September the firm's leading employees, men like Chief Engineer Karl Rabe, head of finance Johann Kern and Emil Soukup, head of the patent division, arrived. They lived at first in the Hotel Sonne and other inns around the village. Professor Porsche visited Gmünd twice and stayed three nights at the Hotel Sonne each time." The entire design office could again begin work in Gmünd after a short time. Approximately two thirds of the experimental construction side with its installations had been relocated. Meanwhile, back in Zuffenhausen a wayward bomb flew through the yard and into the cellar of today's repair department, destroying the parts department and a major portion of the archives which had been moved there. Porsche remained undisturbed in Gmünd to the end of the war - it turned out later that the relocation had not been noticed by allied intelligence services!

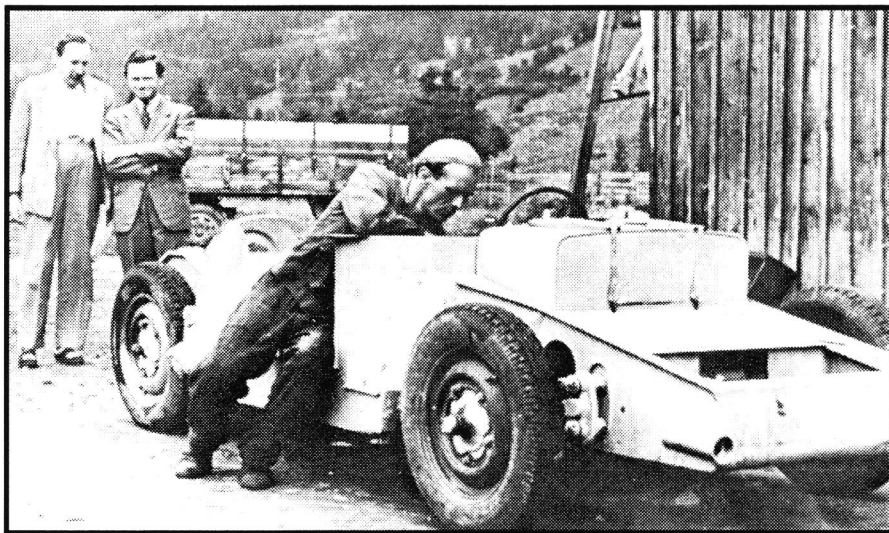
Communications and traffic connections with far-off Gmünd were not particularly good. Luckily, the test drivers already knew the area, some from the Austro Daimler era,

since the Katschberg road leads to Gmünd. It is one of the steepest pass roads in the world, one still used on occasion today by test teams. However, most traffic these days uses the Tauern Autobahn.

The first project they worked on in Gmünd was to improve the "miracle weapon" named VI, a winged bomb which was to be fired at London from bases in northern France and Holland. At first they attempted to improve range and speed, then a jet power plant was developed to replace the pulse engine. A turbine drive unit for tanks was also created in the final months of the war. The air-cooled, 12-cylinder diesel tank engine was already developed and running experimentally in Vienna - it was Porsche's first, and also its last, tank engine. The prototype later went to the Soviet Union.

Work didn't stop there in Gmünd. There were vehicles to be repaired, particularly VW Kübelwagens which had belonged to the army. They also set to work immediately on building farming equipment. Various experimental tractors were already developed in those first months.

During occupation, the Americans didn't cause any trouble - one of the responsible officers was a Chrysler engineer whom Ferdinand Porsche had met personally during his US trip in 1936. Another was a race enthusiast and therefore a Porsche fan. "It was more as if friends had come than victors," Ferry Porsche later said. The unpleasantness came from another side: unjustified accusations leading to the arrest of Prof Ferdinand Porsche and Dr Anton Piech. Ferry Porsche was also arrested but after three months of imprisonment in Bad Rippoldsau in the Black Forest he was set free again. He arrived back in Gmünd in July 1946, following a harrowing crossing of the zone border as Carinthia was then in the



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To: TN Branch H.Q. Civ. Affairs
Subject: Travel Permits

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- 2) KAES Ghislaine Ernest John

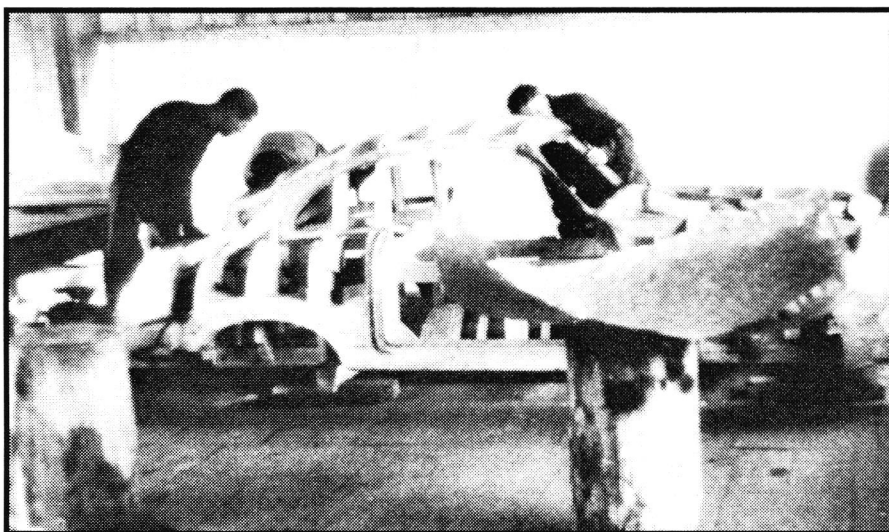
to travel from GUMÜND to WOLFSBURG near BRAUNSCHWEIG, British Zone Germany.


 Chief Civil Affairs Officer,
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Dr. K. K. 1278



Above: A letter of permission from the occupying British Army for Ferry Porsche and Ghislaine Kaes to travel from Gmünd to Wolfsburg. **Top Left:** Ferry Porsche and an unidentified man (Nooo! That is not his father, as he is often mistaken for in many British 356 books showing this picture) oversee completion of the first coupe chassis built in Gmünd. **Bottom Left:** The original wooden buck that was used to hand form the aluminum coupe bodies.

British zone of Austria.

"Now I had to try and find work again for the design office and experimental shops. We signed a representation contract for Italy with two old friends, engineers Rudolf Hruska and Carlo Abarth. Hruska, later Technical Director of Alfa Romeo, had worked for us in the pre-war era. Abarth, who later became famous as a tuner and sports car builder, came from Vienna and had been in our circle of acquaintances there. Contact with Piero Dusio, a businessman and car enthusiast from Turin, was established through them. Dusio had built an 1100 cc race car under the Cisitalia name and now planned a racer to suit the then-valid Grand Prix formula of 1.5 liters with

supercharging. We were given the contract to design this car."

Thus began one of the most interesting Porsche projects of the post-war era, the Cisitalia GP racing car. This order had great importance for Porsche for various reasons. Thanks to it the ransom of one million French francs could be raised which the French demanded before releasing Professor Porsche. The money was transferred directly from Italy to France. Freedom of movement also improved through this Dusio contract. At first Porsche was still considered a German firm but after the mild threat was made that they would move to Italy, they were recognized as Aus-

trian by the British occupation forces. Ferry Porsche's sister Louise Piech became the nominal owner and Karl Rabe the business manager since both were Austrian. Some of their earlier difficulties were eliminated by this change.

The Cisitalia racing car was a pure design contract as the car itself would be built in Turin. Ferry Porsche asked former Auto Union race engineer Prof Robert Eberan Eberhorst if he would take over supervision of construction for this car. Eberan agreed immediately and visited Gmünd to get to know the project. Although this Cisitalia racer never started in a Grand Prix, it became legendary because it was one

of the most advanced designs for its time ever seen in automobile racing: a mid-engined race car with 12 cylinder boxer engine and four-wheel drive. This design, new in every aspect, was extremely light and was designed to produce 350 HP at 10,500 rpm. The prototypes built then still exist. Another Cisitalia project remained on paper, however. It was to be a four-seat, six-cylinder, rear-engined sports car with torque converter. When Dusio ran out of money, all work had to be stopped. Yet Porsche's contract with this Italian who so loved experimentation marked the beginning of a new era.

Another project which seemed insignificant to begin with proved one with far more impact on their future. This was that sports car with Volkswagen engine which was listed in the Porsche register of designs under the number 356. "One can state quite frankly," Ferry Porsche later said, "that the impetus came through Cisitalia. This firm was then building a small sports car with Fiat engine. I told myself, why shouldn't we be able to do the same thing with VW parts? We had already done a similar job before the war, with the Berlin-Rome car, and during the war I had fitted my own VW Cabrio with a supercharged engine originally developed as a stationary engine for high-altitude operation. This produced 45 HP with Roots blower and with it I became the first VW tuner, in a manner of speaking."

The first 356, with its tubular frame and boxer engine ahead of the rear axle, started a design tradition of Porsche cars from the fifties Spyders to the seventies 914s to the eighties race cars to the new Boxter. Engine, gearbox, suspension, and steering came from the Volkswagen. Due to production considerations the



second car received a unibody design with aluminum skin. The placement of the engine was reversed because they decided that a coupe with rear seats would sell better than a two-seat roadster. Relocating the engine behind the rear axle line provided the necessary space for the seats.

Top: Some members of the firm pose for the camera. Back row l to r: Paul Ernst, Leopold Schmid, Edwald Mazelt, Richard Hetmann and Hans Chabek. Seated l to r: Wilhelm Gasteig, Herr Kral, Herr Herzogg and Wolfgang Eyb. **Below:** The first coupe in the foreground with #001 behind it. **Inset:** Highly modified VW engine used in the first Coupe.

They only began to think of sales after the new car surpassed all expectations in performance and driving qualities. "When Prof Eberan visited us one day I took him along for a road test on the Katschberg. He was particularly impressed with the acceleration and thought this 356 could be a great success, a hit so to speak, provided we could find the capital for production. We found a sponsor in the person of Herr von Senger from Zürich who advanced the money in return for a contract as importer for Switzerland. He also



established connections with the Swiss VW network - which was AMAG even then. We received VW parts and body metal from them. We were only allowed to import such things under the condition that we would export the finished cars again, thus providing hard currency for Austria. At that time we could not get any parts directly from the Volkswagen factory. They were building cars for the British occupation forces in Wolfsburg after the war. In 1948 the situation at VW had already stabilized sufficiently so that complete cars as well as parts could be delivered abroad. These reached Gmünd via Switzerland - prerequisites for the construction of the first 50 Porsche cars."

Contracts with the Volkswagen plant were sparse at first and although some former Porsche people worked in Wolfsburg, management was still in the hands of occupation officers. "Only in 1948, when management of the Volkswagen factory was turned over to Heinz Nordhoff, did the time come for negotiations to secure the future of our sports car project" said Ferry Porsche.

Supplies carried over from the war had sufficed for the first models. "We still had a few amphibian car prototypes, a few buckets and the so-called Kommandeurs - four-wheel drive sedans with extra ground clearance but normal Volkswagen bodies. A drive shaft ran forward in them through the central tunnel. We had even developed a so-called low-section tire for this car which had a wider contact surface without using any more of the precious rubber than a normal tire." The more new cars they built, the more bottlenecks they encountered. Sparkplugs, for instance, had to be purchased regularly from Bosch in Stuttgart and smuggled across the border in their

pockets.

Professor Porsche reached Gmünd in August of 1949, following twenty months in prison. He studied the design drawings for the Cisitalia and Type 356 for a long time, then said, "I would have approached it the same way." This was great praise and encouragement. The stress of imprisonment did irreversible damage to the Professor's health. "Although his mind was alert as ever he didn't have the energy, the seemingly inexhaustible vitality of his earlier years any more. However, he was quite happy we had managed to build 50 first-class sports cars in less

"...The bodies, for instance, were pounded out by hand over a wooden buck..."

than twelve months. Despite primitive working conditions in Gmünd, these cars proved the equal of any produced in modern automobile factories when it came to quality and finish." This seems almost a miracle. The bodies, for instance, were pounded out by hand over a wooden buck, a replica of which can be seen today at Helmut Pfeifhoffer's Porsche museum in Gmünd. There were no stampings and almost no tooling to speak of. It must have been a fairly daunting task as the master body craftsman, Friedrich Weber, was known to celebrate the completion of a body by going on a three day drinking binge. A factory representative would have to go into town and "retrieve" him so they could begin production again.

When it became evident that Porsche could sell more sports cars than they could build, they looked around for partners to provide more working capital. The Austrian government

would have liked to keep Porsche in its country and supported negotiations with industrial firms in Vienna and in Styria. The General Manager of Steyr-DaimlerPuch even visited Gmünd - the firm where Ferdinand Porsche had once been Technical Director. However, no concrete results were achieved.

Negotiations with Heinz Nordhoff proved more favorable. Ferry Porsche knew the new VW boss from the war years. Nordhoff, as Director of the Opel truck plant in Brandenburg, had taken part in military vehicle testing. Their good personal relationship contributed much to clarifying a complicated situation between Porsche and the Volkswagen factory. Ferry Porsche was particularly interested in obtaining better conditions for delivery of VW parts to support his sports car production than was possible through the customary spare parts purchase channels. It was also agreed that Porsche cars would be distributed by VW dealers. With the signing of a contract with the Volkswagen works, the Porsche days in Gmünd were numbered. A return to Stuttgart had been settled and it was carried out immediately.

Thus began the era of Porsche building cars in a more modern facility where changes to cars were made for the sake of improvement not because of constraints on parts and facilities.

(This is the first in a series of articles which will chronicle the history of the 356 starting in Gmünd and ending with the last full production year of 1965. Information will be gleaned from "Excellence was Expected", Panorama, Christophorus, 356 Registry articles, and, of course, Dr. Bill Block who may have even been present during some of these events— Sebastian)

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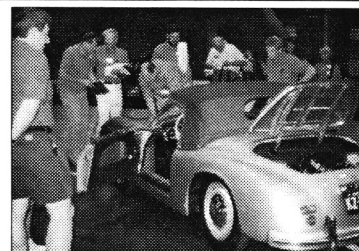


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