

Auspuff Roar

Year End 2011



Neil Goldberg and his Outlaw Coupe
at the 2010 East Coast Holiday

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356 Motor Cities Gruppe Hall of Fame

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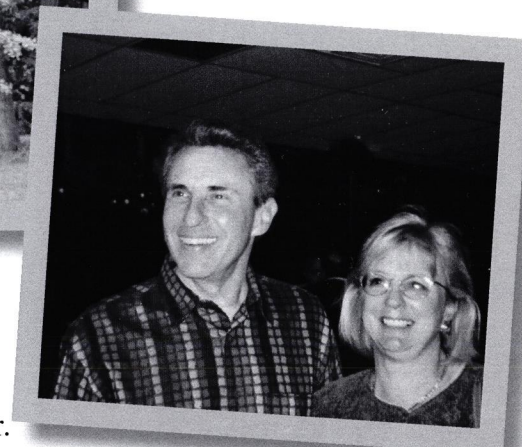
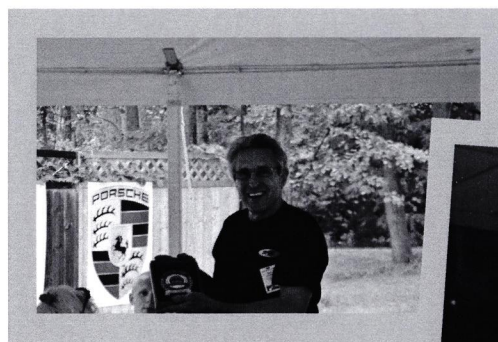
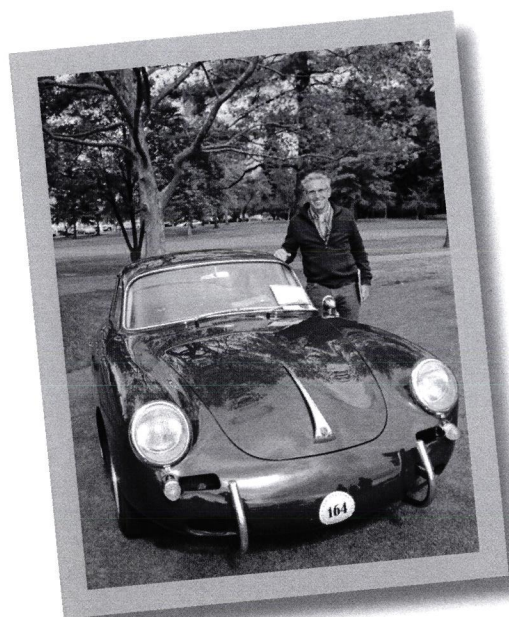
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Our good friend and Gruppe Hall of Fame member Neil Goldberg suffered a serious stroke in October.

He is progressing very well but there is still a long road ahead. Please see the article about our Christmas Party to get a link to Neil's Carepages account.

We are all praying for Neil to have a full recovery; if anyone can do it, Neil can!!





President's Letter

As the saying goes, "all good things must come to an end." My time as President ends on December 31st and I cannot believe where the past two years have gone. It's been a great ride and I have been honored to serve in this capacity. I have one more year left on my current term as a Trustee, so I won't be going too far away.

We'll have three new Board Members joining Barbara Skirmants and me for 2012 and out of this group, we'll select a new Board President and officers for the next two years. Our club will be in very good hands. You should know that financially we continue to break even every year which is perfect for a non-profit entity such as our club. There is no intent to make a profit but, more importantly, we do not want to go into the red. So many thanks for your continued support of your club!

This is the perfect spot to single out Dave Peterson who has been a great help to me these past two years. Dave has

helped me in so many ways, with so many "challenges" but, most notably, he has helped me to reconstruct how we account for our expenditures and track our upcoming financial needs.

This restructuring is now in place and will carry on for my successor and the new Board and most importantly for the benefit of the club members.

I also want to single out our Sebastian. I think of Sebastian as one of the rocks or cornerstones of our club. He knows just about everything and is always there to help, lead and educate.

We're fortunate to have both these fellas who provide leadership, continuity and tradition for this club. On behalf of all members, I also want to thank the Skirmants, Beechers, Dunhams, Neil and the Denyers for their never-ending contributions to the Club. Where would we be without them? I'll just close by thanking you again for the honor of serving as your President; it's been really cool. Happy New Year and

I'll see you at the events in 2012.

Dave

MOTOR CITIES GRUPPE

ENTRANT	CAR	MILES DRIVEN 2010
Bill & Shirley Hallandal	'61 Roadster 89428	5,855
Bill & Shirley Hallandal	'61 Coupe 116432	4,073
Total		9,958
Doc & Freda Block	'65 C Cab 161564	7,960
Vic & Barbara Skirmants	'65 C Coupe 222184	4,632
Sebastian & Narmeen Gaeta	'65 C coupe 222053	756
Sebastian & Narmeen Gaeta	'64 C cab 159286	2,810
Total		3,566
Harry & Mary Kurrie	'64 SC Coupe 215734	2,123
Heath & Kathy Hurlbert	'57 Speedster 83609	584
Heath & Kathy Hurlbert	'57 Outlaw Coupe 101239	1,248
Total		1,832
John & Carole McConnell	63 B Coupe 213045	1,788
Charlie & Joyce Brown III	64 C Coupe 218381	1,705
Dave & Mary Preston	'65 C Cab 161047	1,375
John and Pam Chatley	'59 Conv D	1,018
Dave & Diane Burton	'61 Roadster 88969	831
Dave & Barbara Peterson	59 A Cab 151063	714
Dick & Diane Beecher	'64 C Coupe 129947	284
John & Carroll Thomson	'61 B Coupe 200605	148

DRIVING CONTEST 2011

2011 MCG Driving Contest Final Results. It's been another exciting year for our 3rd Annual Driving Contest. As you can see by the standings, club member and really nice guy, John Jenkins won by trouncing all of us. That not a misprint folks, he drove well in excess of 20,000 miles this year! Yes, John has a bit of an advantage since he lives in a 12 month driving state. But even when we apply our 50% reduction rule for drivers who live in 12 month states, John still easily won. He drove his car a damn lot is the bottom line – an inspiration to all of us!

When we look at the results from our more local members, we see another strong year for the Hallandals and a very competitive finish for the Beechers, Kurries and Skirmants. Good job everyone! Thanks for participating.

Motor Cities Gruppe Calender of Events 2011/12

February

11th 3rd annual Gruppe Chili Cook Off. See announcement on next page.

July/August 2012

Gruppe Annual Picnic, date TBD. Look for info in upcoming announcements.

May 2012

Gruppe Spring Tour Date TBD. Look for info in upcoming announcements.

October 2012

Annual Fall Color Tour. Look for info on the annual Fall Tour in upcoming announcements.

June 2012

Mid-Ohio Vintage Grand Prix. Look for info on the annual caravan in upcoming announcements.

Exact Dates for These
Events Will be Set at the
Next Gruppe Board Meeting

SAVE THE DATE

Gruppe Spring Tour

May 2012
Exact Date TBD

Gruppe Picnic

August 2012
Exact Date TBD

Gruppe Fall Tour

October 2012
Exact Date TBD

Gruppe Christmas Party

December 2012
Exact Date TBD

MOTOR CITIES GRUPPE

Mid Winter Chili Cook-Off Party



Location: Leon & Lulu

96 W. 14 Mile Road Clawson, Michigan

(248) 288-3600 www.leonandlulu.com

Saturday February 11th, 2012 Time: 5:00PM sharp please, to 7:30PM

Please remember to save this date and RSVP to Barbara Skirmants

at (810) 688-9090 or (810) 688-2059

skirmants@hughes.net

Leon & Lulu is a destination life style store with furniture, gifts and accessories. The store is owned by our friends and 356 MCG members, Stephen and Mary Liz Scannell. It is located in the historic Ambassador Roller Rink – it's a great setting for this type of party. No skating – but great browsing in their shops, seeing your 356 friends and eating chili. This is a contest as well as a get-together. You can bring your own super secret, super good chili and we'll all sample it!

Anyone wishing to enter their own chili should RSVP as a contestant. LIMIT 10 contestants. Anyone not entering as a contestant is asked to bring a dessert or side dish, just like we do at the Summer Picnic.

Basic Guidelines: There is no charge for current members. Please contact Barbara Skirmants and tell her if you're entering as a contestant or just attending and eating!

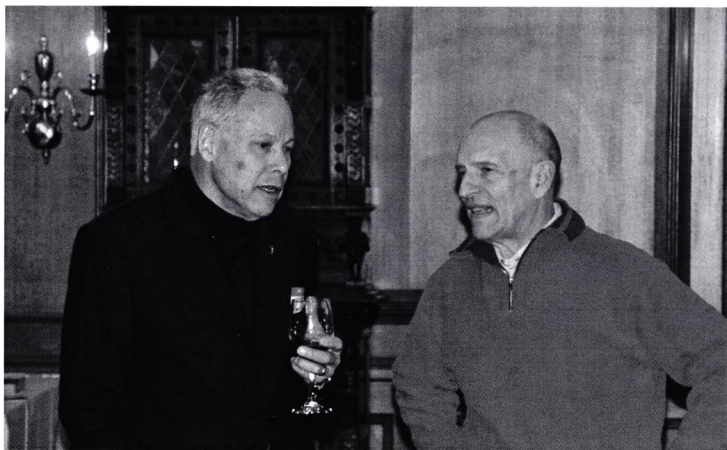
If you're not a member of our 356 Motor Cities Gruppe and want to join in on the fun, please come and we'll sign you up! If you intend to enter your chili, please bring a hot plate or crock pot, and have your Chili cooked and ready to just be heated and served. Silverware, plates etc, as well as Soda Pop will be provided.

We'll all vote on the Top Two Chili's, and those cooks will be awarded nice prizes!

Please note:

Leon & Lulu will donate 10% of all sales during our event to Gilda's Club who works with hundreds of people who have cancer, as well as their family members.

See you there!



60 friends enjoyed our annual Christmas Party / Auction this year at Canterbury Village. If you haven't attended this event, well you are missing out on the BEST Christmas party. This location is just beautifully decorated for Christmas, the bells are ringing, the trees are all trimmed, the lights are shining, the fellowship, food and auction goodies are a delight for all of your senses.

This year we totaled about \$3100.00 in auction

revenue. This revenue carries our club through the year 2012, allowing us to present events for all of us to enjoy.

Dennis and Sue Denyer came up with this idea to auction a home prepared and served in their dining room "Polish Dinner Party". The menu (which I don't have in front of me at the moment) was a multi-course dinner and there was furious bidding between three friends. It was determined that the top 3 couples

bidding would each pay \$320.00 for this dinner. The dinner date is yet to be determined and was won by the Downey's, Skirmants, and Topfs. This was the highlight of the evening; many thanks go to Dennis and, especially, Sue Denyer for this great idea

Bruce Schwartz, owner of Stoddard Vintage Parts arrived with boxes and boxes of boutique items for the auction. He brought beautiful sweaters, shirts, polos, t's, and ladies and children's sizes. I prepared 3 large foam core boards for members to write their cheery messages to Neil. Many members wrote nice notes and some brought photos and cards to attach to the boards. Dan Christie is adding some nice art work and the boards will be delivered to Neil by Dave Peterson.

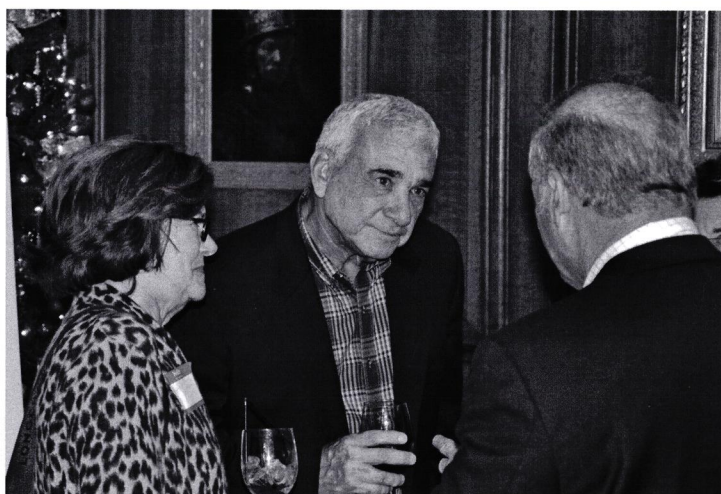
You can send messages and check on Neil's progress online at Care Pages web site, follow the link below. Remember to keep Neil and Peggy in your prayers for his complete recovery to health.

http://www.carepages.com/carepages/NeilsRestoration/updates/3194222?client_code=default&ipc=mur

You can also mail your cards to: Neil Goldberg, 1208 E Maple Rd., Troy, MI 48083

Thanks,

Barbara



Rennsport Reunion IV

By Dave Burton

The first Rennsport was held at Lime Rock in 2001 and was actually the second Reunion. Confused? Sure! Try to follow along...

The original get-together was actually Porsche's 50th Anniversary at Watkins Glen in 1998. They had so much fun and got such a great response that Bob Carlson of PCNA got together with Brian Redman and they cooked up the Rennsport Reunion. When the event happened at Lime Rock Park in July '01, they didn't think to number it. Vic and Barbara Skirmants made sure that Ol'#20 & me were present for this special event and we were joined there by Johnny Schrecker of Hopkinsville Kentucky, a fella I had just met and raced with the month before at my first vintage race at MidOhio. Once again, the response and participation was so great, they decided that they needed to put on a Rennsport every three years. Lime Rock is tiny (think Waterford Hills) so they figured to go to a larger facility.

Rennsport Reunion II was held at Daytona International in 2004. Well, they got the bigger part right. Holy Smokes! That place is huge. Once again, Vic & Barb hauled Ol'#20 & me all the way to Florida and back along with Phil Kubik and #139. The turnout was even bigger and the response prodded them to schedule the next one right away. My first time up on the banking was amazing. We had a blast and acquitted ourselves well but the track wasn't particularly suited to the likes of our 356's (or any early Porsches for that matter, 550 Spyders, RS60's, etc.).

Rennsport Reunion III was held in November, 2007 at

guess where? Daytona. Huh?!? Previous Reunions had always gone to a different, significant racetrack—there's so many to choose from in Porsche's history. Oh well. Vic & Barb headed back down again, this time with his Dolphin on board along with his trusty #70 Roadster. But Phil and I figured that once was enough on the oval and we attended as spectators. Still a huge turnout and a paddock to die for—the racecars on display were simply stunning. But the venue didn't favor the early cars on track and something was missing. Many had noticed that all of the events had been held on the East Coast. Lobbying began to move the next Rennsport to Road America or the West Coast. What's the worry—we've got 'til 2010. Oops! Fast forward to October 2011.

Rennsport Reunion IV was held at Mazda Raceway Laguna Seca in Monterey California. Significant track? Check. Not East Coast? Check. Three years since the last one? Well, three years and eleven months. Large facility for what's gonna be the biggest one yet? Well, not so much—I must admit, the folks of SCRAMP that manage Laguna Seca did quite a job packing everyone into the tight paddock within the level portion of the infield, we were nuts to butts.

When I found out that Rennsport Four was going to Monterey, I thought Yippee! Over ten years ago, I attended a Track Time Driver's Ed at Laguna Seca in a rental car. I had

since dreamt of racing my own car out there someday but had no plans. Once again, Vic & Barb made sure that Ol'#20 & me made it out there with them to participate. That was no small task as the projected entry was enormous and the facility couldn't swallow them all. The racecars were broken into eight groups to be able to hew to a reasonable schedule. Six groups were set aside for the historic entries (just think of all the racecars that Porsche has produced over the decades—356 to RS Spyder and everything in between) and the two remaining groups were held for PCA Club Racing. Each group could accommodate only 50 cars due to the track length. PCA's slots filled online in less than a minute when registration opened. Thanks to Vic's history, he was invited along with his Dolphin and his Roadster. He and Barbara worked to get me included and even managed to get a slot for his rental car (more on that later). Also attending were Mark & Mary Eskuche and George Balbach, racing along with Leonard Turnbeaugh, the 356 lap record holder at Laguna Seca, and a field of twenty more tubs.

Vic & Barb left Michigan and headed West along I-80 hoping to avoid the snows of the Continental Divide—no such luck. Still, they arrived at the track in time to secure a good spot in line, awaiting entry to the paddock. Diane and I arrived in Monterey on Tuesday, the night before the gates were to open, moving in with one of my sisters in Pacific Grove. Right on schedule, the Skirmants headed to their spot and the unloading and setup began. Tom and Jan Downey also arrived and inside two hours, the rig was parked, four racecars and Barb's Coupe were unloaded and the Circus Canopy was erected. Probably a record and we looked like pros. That night, the gang all met at our favorite restaurant in Carmel, Little Napoli (do I still smell garlic?).

Thursday found the paddock continuing to fill with the smaller rigs nestling into the remaining gaps until you could barely wiggle between the rows. Meanwhile, we focused on getting the racecars through Tech Inspection and fully prepped for their 1st am debut on track Friday. Vic & Barbara's Aussie Contingent arrived and got themselves set up and fitted and familiarized with their

rental steeds. Ron Goodman had crossed the pond to race Vic's #70 356 Roadster and Phil VerWoert had also crossed the globe to drive Vic & Barb's #32 Coupe. They brought their wives and an entourage of supporters to enjoy the event with them, good folk all.

Friday's first Group out on track was our Practice Session and we spent it figuring where to turn left and where to turn right. It seemed somewhat familiar and started to flow but Hoo Boy! That Corkscrew is something else. When the sheets came out, Ol'#20 was 2nd fastest behind a Bobsy (a tube-framed sports racer with a 2.7 liter 911 engine probably 600 pounds lighter than my steel coupe—what's he doing in our class?). Not bad for a new kid in town.

First session after lunch, we were up again for Qualifying. Eskuche and Balbach dropped in behind me and went to school. Qualifying results found a Porsche-Powered Cooper Monaco (Pooper) on Pole with the Bobsy 2nd, Mark Eskuche 3rd (in Tim Baker's #33 Speedster), myself in 4th, Leonard Turnbeaugh 5th and George Balbach in 6th. Behind us is an incredible field of history: RS-60 & 61; 718; RSK; Abarth Carrera; Devin; Glockler; Dolphin; and 356 Pre A, A, B, & C. The drivers hail from eleven of the United States and Germany, the United Kingdom, Monaco, Canada and, of course, Australia. Wow!

When we return to the Paddock we find that Ron Goodman in Vic's Roadster has managed to nerf Brian Redman, driving an RS-60. Whoops! What a way to win friends and meet people. Brian's RS-60 was withdrawn from competition and the silver paint was scrubbed off the nose of #70 while the Stewards had a chat with Ron. Meanwhile, Vic has the engine cover up on the Dolphin and his head buried within. What's up? Seems that a Skirmants 1600 Pushrod Engine makes a bit too much torque for the hollow half-shafts driving the Dolphin. The right axle tube is twisted and torn loose from the outboard u-joint. Vic continues to fettle this rare racecar and he's just found a new failure point. Another problem is that the Dolphin has been invited to participate in the Race Car Classic at the Quail on Saturday afternoon and Sunday. And he needs to drive it there and back under Police escort. Hmm. He ended up having the axle welded well enough to drive to and from but pulled

continued on next page



the car from Saturday's race. Too bad, but they'd already shown their mettle on the track and there was a whole new crowd waiting (& paying \$400/head) to see the Dolphin at the Race Car Classic.

My sisters have told me that the fantastic weather that we've experienced so far is an anomaly and Saturday proves it, dawning with a more typical "Coastal Fog" inundating Pacific Grove and Monterey. Well OK, but it should be clear inland and up in the hills—oh yeah sure. When I arrived at Laguna Seca, you couldn't see across the track, let alone down to the next turn. Nonetheless, when the time came, I was about 6th in line on the False Grid and warming up Ol'#20 when the Grid Marshall came down the line to tell each of us that the cars would go out single-file following the Pace Car. But it would be "spirited." Never mind.

Over the course of the morning, the fog slowly lifts and reveals the overcast above and good, cool racing weather. Once again, we're the first session after lunch and we head out to follow the Safety Car on our Pace Lap. The Panamera switches off the strobes and dives into the pits as the Pooper leads us around Turn 11 and toward the Starter. Green Flag and we're off! The Bobsy makes quick work of the Pooper but Eskuche and I are pretty well matched and he holds his inside line into Turn 2. A good run through Turn 5 and I draw alongside Mark climbing the hill but get brake-checked by the Pooper just before I can close the deal into the high speed Turn 6 and the lost momentum kills my chance at the Corkscrew. We flow downhill through the Esses and then (will I ever learn?) the Pooper slows me through Turn 11 and Balbach gets a good exit and he's coming, he's coming... Shoot! George passes me into Turn 2 and I follow him around for a lap. He's slower than Mark through a few of the corners and Eskuche is walking away from us. I set up George and take him exiting the Corkscrew, leaving Leonard Turnbeaugh to work him over and distract him as I set out after Mark. We flow through the traffic as the laps wind down but there's nothing I can do and we take the Checker with The Bobsy winning, the Pooper in 2nd, Eskuche 3rd, then Ol'#20 in 4th and Balbach closing the top five. Notice that the top three tubs are all Midwestern? There's now a new 356 Lap Record at Mazda Raceway Laguna Seca and it isn't owned by a local. Mark took about two seconds off Leonard's previous record and like me, had only run here once before. Pretty impressive!

We find out that Ron Goodman lost first gear in Vic's Roadster but soldiered on until the transmission jammed with no gears available in the 5th lap. Phil VerWoert finished just behind Turnbeaugh and ahead of Paul Christensen; he had a great time in the #32 Coupe. Vic left in the Dolphin right on schedule to run up over the pass to the Quail with Barbara in hot pursuit in her Coupe and we all headed off to our Victory Dinners. Both of my sisters live nearby, Julie in Monterey and Mary Beth in Pacific Grove with her two kids, our beloved Brian & Emily. They all came to the race

and watched with Diane from the Corkscrew, hoot'n & holler'n when I took George there—it's fun to have a fan base on hand.

I was able to spend quality time with my family on Sunday while the others were at the Race Car Classic and got to watch Emily & Brian do some soccer scrimmages. Throughout the week, the schedule allowed me to spend some time with my sisters enjoying the sights and restaurants of the area. Diane and I like to visit out here and always have a great time with the Aquarium, the gardens and galleries, and the roads—ya gotta love the roads! Later Sunday afternoon, Brian and I returned to the track to start the tear-down (and watch a couple races). He and I managed to dismantle the canopy awning and then Tom and Jan arrived and we eased the rig forward, allowing us to drop the lift door and start packing out. Vic and Barb appeared and we got the cars loaded and hmm... that looks like all for now. Record time. We bid our goodbyes and wished all safe travels so Brian and I could hotfoot it home to join the family for one more great California meal. Whew! Rennsport Reunion IV was fast, frantic and fun.

P.S. Direct your browser to the YouTube link below to see our own Nick Moskatow's great video capturing the sights and sounds of Rennsport IV

<http://www.youtube.com/watch?v=WUsDt-AaERI>



CAR GUYS, PORSCHE CAR GUYS

If there was ever a question that the members of the Motor Cities Gruppe are “Car Guys”, this years annual Gruppe picnic at Skirmants should have settled the question once and for all.

This past summer the engine in my 912 had “blown” while I was on my way home from the East Coast.

The week before the picnic, unbeknownst to me Neil had found the time to get the engine out of my car and into Victor’s hands. Victor had then dissembled the engine to determine what had “broken”.

Therefore when it came time for the Gruppe annual summer picnic, there was my engine sitting in Victor’s work shop, in one of his engine carts.

When I first heard the engine was out in the workshop I talked, briefly with Vic about it and we agreed that after we ate we would go out to the shop and go over it.

Because so many people knew about my “broken” engine

**“I BELIEVE THE
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and the fact that “we” didn’t know what exactly was broken in it, I took the opportunity while we were eating, (during the rain delay, if you recall) to tell people that Victor had torn my engine down and we NOW knew what had broken. The gland nut had backed off, completely off.

The unanimous response I received from other members was, “let’s go look at it”. WHO besides a car guy would be interested in going to look at a bunch of engine parts, sitting in a shop cart?

At the first viewing Victor was present to go over everything, doing a show and tell, explaining to me what had happened, what had broken, what was worn out, what was still good.

For the rest of the afternoon I made repeated trips back out to Vic’s workshop, to then give my own account of the events surrounding the engine’s demise, along with my show and tell of the various parts, based upon what Victor had told me.

Only “real” car guys would have had any interest in the twenty to thirty some metal parts that comprise the heart of a Porsche engine.

Now admittedly some of this interest may have been curiosity, fueled by the fact that it could have been their engine parts sitting there.

However I believe the majority of the interest was the opportunity to look at a dissembled engine and talk about it. To hear about what made it break, what is broken, what is going to be fixed and or how, and generally do what car guys do when given the opportunity to view and talk about cars and their parts.

What was amazing to me was the fact that when I thought that everyone who knew about my engine’s untimely demise had been out and seen the “engine”, someone new would come up and say, “Gerald, let’s go out and look at your engine.” This is not intended as a criticism of anyone, but rather to show the depth of the interest in things mechanical, Motor Cities Gruppe guys have.

What was even more amazing was the fact that it didn’t take an “America Roadster” to pique everyone’s interest, or it could be said that everyone’s interest ran from an America Roadster, to a broken engine.- Car Guys.

Gerald van Vliet

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