

Interview Ray Knight with Heinrich Sauter, 11/22/86 Freeport, Bahamas

identifying people in picture of the car with group; Sauter driving, Miss France behind him, the two leaning over are both engineers Engineer Mantzell was the thinner gentleman with glasses, the other two standing people unidentified. License#W21-3888 was Sauter's own license plate, car was titled to him, bought back by factory when they had some interest, sold to Picard through Porsche. W23-3237 was # under which Picard raced, described by Sauter as likely factory plate. The Mantzell designed wheels he described as having shock absorbers built into them, he described them as not working terribly well.

picture of Hans Klenk, Sauter initially indicated he would not have recognized him because lack of male pattern baldness, as identified in picture behind. obvious conclusion not to be stated.

The reason I was participating in the Mille Miglia, you know was the main reason was he called me (he being vonFrankenberg). He tried two times the previous two years and he both years landed in the hospital so he couldn't finish and he destroyed the cars and he called me and said Henry "you have to help me" I said what for. What was the problem? I want to finish the Mille Miglia yet. I said Dear Richard, I am not sitting on your right side never in my life. He was a very ruthless driver, very hard, very nervous. He was fast if he arrived at the finish. but out of 10 he would arrive maybe 1 or 2 times. He had always accidents. He was a crash driver. A very nice guy by the way. I said "okay, I will do it but I drive." Okay, Okay you drive. So we went down together in a factory car, and I told him okay at the end the last 50 miles we stopped and we changed and you sit on the wheel and then you can tell Porsche you were driving the hard and I was driving the(chuckles)

Now he had the booklet with each turn up and down everything was in his book. So he was sitting, I was driving and he was sitting there and I think it was ~~never~~ near Ravenna it was long straight with trees on the side slightly going up and He said you can go "top speed, it goes only very slightly down a long right and a long left, a wide one, so you can go nearly full speed just take the

I come up there full speed and it goes down steep, sharp right and sharp left..

(chuckles) so I got the first portion but not the second one. and there was this tall bales and a lot of people sitting around, they saw what was happening to me the second one I took them straight, hit them front, and we were in the field. maybe 30-40 meters in the field. and he went out looking around the car, he came back, I was in the car all the time. and these people (the farmers) the Italian farmers they took the car in their arms and hands back on the street and we won it. ...chuckles ... but after this incident I told him, Richard you close your booklet and keep it in your pocket. I only drive on eyesight, huh'. Not anymore here is your book, no more. And then we went the whole .. down to Rome and then back and shortly before the finish line maybe 50 Km ,or 40 Km I don't remember exactly, I stoppéd and he was driving to the finish line. So everybody thought he had the half and I had the half, . And then as you have seen in this appetizing(refers apparently to Lewandowski book with poster) we won it ,No. And then we had the big party in the Porsche factory. Here was sitting Porsche, here was sitting Huscke Von Hanstein, here was sitting Herrmann, and here was sitting Frankenberg. and all the other guys down there. And suddenly during the lunch that we had there, Porsche asked me then,. Tell me Sauter, "Which part did you drive and which part was Frankenberg driving. "so I was driving to Rome after Rome we changed" Is this so? I show you something, and then he(Porsche)_came with this booklet full of pictures and at each stop I was driving, then I was starting again. So he knew exactly until the end and ...then he told me it was maybe 50km he was driving" and I said yes Mr Porsche, but look he wants a contract with you and I wanted to help him that's all. Okay he has his contract....to drive as a company driver and as a jounalist at the same time, and then he started this , what is it called Christophorus.

Miss Renaud (Miss France)

This was the first exercise we had down at the Nurburgring (commenting on initial pictures, with group)

But it was very funny the old professor was still alive. Old professor Porsche, Ferry Porsches father, who was the inventor of the Volkswagen, and he was on the Nurburgring with his son Ferry sitting on the tribune, and I had announced my car as a Porsche special and before we started the timing for the starting... he called me and to come up to see him on the tribune and he said to me, do me a favor and don't call it Porsche. I don't trust this car It's not made in our company. I said okay professor I will change it in Volkswagen special I don't mind. Then I had the fastest lap and he called again and said "go back and announce it as Porsche special" and then in the race I was out of the first lap I was out maybe 800 meters in front of the next car, it was a little bit raining and a part of the Nurburgring it was very slippery but I was very good on the wet so I was far ahead and on the second round it started to make strange sounds ... so I had to go to the box, then he changed the sparkplugs, I was still in front, and then the next one right after the start -finish line there is a .. right turn around you come again behind the boxes and then go down .. Finished (slaps table) engine locked .. I turned around and was on the guards, nothing hit. So the Professor talked to me maybe the next weeks or two months, he didn't talk to me. (Chuckles)

Q So that was the first use of a 1500 Porsche engine?

A. Yah, that was the first 1500.

f and not the competition cars, cars from Tony, he had the porsche and volkswagen agencies or dealership. and he built his race cars in the factory and we had several Alfa Romeo, we had Veritas .. do you remember Veritas.. I had one too. A Veritas stripped down with a V8 or 6 cylinder It was a 6 cylinder I think.. No it was a BMW 6 cyl.. very fast car.. and from Switzerland we had 2-3 competitors but I was much faster in my car.

Q Liege-Rome-Liege Rally

A. Ah, Liege yes I was also far ahead, I had in the mountains I had far far the fastest time in the mountains, it was very dangerous, it was on sandy roads up in the hills. very high, and you had to go up and down and I was far ahead the fastest. And I had these springs on the car, you know, in the wheel these experimental (Mantzell) and they functioned fantastic and then suddenly the front tire blew I think it was the right, no It was the left one, downhill, but this was after i was already in

_____ and back on the way and this was a very very fast race. and I had to just hit the wall to stop the car, I had no brakes anymore. It was not only the tire and then tire was rattling around and took off the pipe and I was without brakes. I had to hit the wall, the race was finished.

asked about the suspension with these wheels " no there was no other suspension in it it was only this one."

Q Hill climb in 1951 A. Ah Schaunenschloos sp?

Q Do you remember the production America Roadster A Yeah I know them I saw them at the factory, before they exported it. You know they made the bodies somewhere else and they came to the factory and they assembled it , I saw the cars, sure, And Helmut Bott was responsible for the sport cars and was responsible for the service and he was responsible later on for the production..... ?led to America Roadster?..

You know I cannot say it, I cannot claim it, I know only know what I did and the offices there what they were planning, but at least , I think at least what was done by my car was to give them the idea you know and I think they preferred something already at this time but not one of these American cars was on the street. and there is this importer Mr Hoffman, He saw my car in Stuttgart, and he wanted these cars modified with a different shape in the front I remember and he had ideas and ..but Q shown factory drawings.. A.....pause... chuckle.....you know what was happening this Klenk was then through me he became very close with Porsche ,but I think what they used my original design but had a different purpose and modified it in these kind of cars. But I cannot claim it I am not sure about it, but that is what I think what happened..... I don't want to claim anything you know, what for?, I was happy with these people, we had a lot of fun, and so forth,

Q.Hoffman role? A. in the time I had my car on the street he was just starting his import business, huh, he was only starting it, He was a very smart guy, you know he had BMW, He had Mercedes, he had Porsche, he had everything. All the German cars, he was the only importer for years and years, Q. jaguar and MG no response...

Q. 1953 Booklet with pictures of car in corner at factory:

A. This was only later adopted by Porsche these two belts, ...these leather belts..
this was the first time in my car.

Q first brake cooling vents
first dual exit muffler
first use of 1500
second roadster
first leather straps? A no doubt

Q. picture in French book A.Picard identified as the drivers side. did not know
other person in picture

again identified factory plates.W in front was Stuttgart.

Q. Did Picard Buy car or just drive for the factory A.I don't know, I think he
bought it....from Porsche. He had a Porsche.No I think Picard bought it from Porsche,
when I gave it back to Porsche, Porsche wanted the car, so I gave it to them.

Have you seen the factory, I was there last year, and I had a talk with the Professor
,he is now also a professor, Dr Ferry Porsche, he closed the doors to his office and
no calls and we were sitting there for two hours. talking about old times. He's a
very very interesting and very nice man, very very nice personality. Very quiet,
but you can feel the steel underneath,...his wife died last year..

We had helmets, the small ones like motorbike helmet or whatever it was. Very light,

Q. Horsepower and speed of car originally A.no, we had different gearboxes for the
Nurburgring, we middle drive I had maybe ... we had maybe about ..with a little hill
down maybe 190 kmph. It was never more than 200. (AutoSport Review indicated 185kmph
in 1952, transcribers Note).

comments on the side about development of Michelin and later Dunlop tires.

I never hit the brakes,I shifted gears.

Asked about Cunningham and picture(current) shared. I saw sthis car. What was the
guy's name that was running it. Bill Spear? no he was American with glasses, Fitch?
No, no John Fitch I know.he was very successful at this time but never on top
he won one race on the Nurburgring I think, and he was a very good driver and very nice
guy too..... Fangio?

He was running around for years with his wife and suddenly we all learned he was never married. chuckles.. (uncertain who he was referring to ? Fangio)

Herman Lange - shown picture ... one of the best in the world we had before the war he was very good.

Bside

Q. Doors A. It was very simple, WE also intended to race long distance races with it and if you race long distance races then you have to stop at the control spots and stamp your card and get oil or something you need.. and if you open it here you can open it until you rolling, so I could or the co-driver could open the door when I was rolling slowly into the point. He was already out and stamped and back much quicker than when you had the door here.

Q. RK finds it hard to get into and notes stature difference with H. Sauter

Q. for Lemans start A. yeah with a Lemans start you just jump in the car ... you don't open the door. This was Klenk's idea not mine, and later on it was forbidden, it was not anymore allowed....

(Brief comments about Klenk and Kling in Carrera Panamerica) I talked to Kling when I was in Germany last year.

(reviewed Frankenberg book comments) Sauter questions the year of the Monte Carlo race, thinks it may be 1953.

Q. Meeting with Hoffman A. I never met him personally, I only saw him at the factory He saw the car...it must have been end of 1951....He only got a few cars..to the United States, there were not many cars in this time ... it was a very limited production

Q. availability of money at factory A. no, it was in trouble... and now Porsche told me they have 8000 people working now, 8000.... from this little company, no Nurburgring..I still can tell you when I close my eyes the whole track... 23.5 km, really beautiful really fun to drive.

(speaking of Cobra) .. this was a good car, I was driving it once on the Nurburgring but after 3 laps or 4 laps I got all..... with the Cobra. You had to hold it very.. and you could feel every little stone on the road and had to hold it all the time(said

with a degree of exxaggeration of great effort) it was terrible, but a very fast car, very fast., extremely powerful.

In 55 I got a contract with Mercedes for the 300 SL, and we had test driving John Fitch, and I was faster than Fitch and they gave me the contract, and then I got word from my girl friend at the time, she's pregnant, so I had to get married , and my oldest son was ^{on} his way, so I quit. and we were just in training for the MilleMiglia and _____ got very mad with me, then he called John Fitch and Fitch won. 300SLR a very fast car. He got my car... 55 , and he won the sports car category, and Stirling Moss was also there the following year, 56. The last Millè Miglia was in ..57?..with this accident.

I found out before the start(54 Mille Miglia) one of my Italian friends, he told me you don't need his book, you look just on our advertising for this Italian gas, what was this called.. the benzine, the gas..you have it in the filling station,..they had the advertising there..and he told me if you have a long straight and this is on the left..big signs, huh..that you get a right turn, if it is on the right side you get a left turn. Just go with this and you okay. I didn't believe him, so I was covering up with Frankenberg's advise, but after this and every time I was right. They did this for their own drivers...Italians..always tricky people..(chuckles)....They estimated 11 million people watching the race...up in the mountains, they were, all over. This was the most interesting and fascinating and complicated race...always as fast as you can go. ...This was only time I ran this race, and I couldn't practice you know, and when I arrived it was raining, and this was not a closed road, practice was open with the traffic, you could go around one time....

*Yah, let me tell you something, today it is not anymore like it was, It's a very tough profession, maybe 12-15 drivers that compete each other, all paid very highly, it is not anymore like it was, I was driving my car to the Nurburgring, and had the race,..and drove back home... yah, this was fun..this was completely different...this was fun, sport... today it is a profession...(vintage) this is fun.....

This car never looked this good as here(looking at picture)

old airport, new airport...(talking about location of Klenk's shop) Boblingen.

(speaking of pictures at Solitude?) this is 60 km from Stuttgart, in another direction. likewise speaking of Klenk's current address.

(von Trips) he also came through me to Porsche, He was then driving for Porsche for a couple of years, he got a contract with Ferrari, and was twice world champion, then he died in Italy In Monza.

I didn't get paid by Porsche, I got the parts, or I got the cars, you know the factory cars... no this car I built myself.. I bought it.. they were not so happy I did this. I sold it...in this time, the Porsche owners were like a family. for example in Stuttgart they were running maybe 10 Porsches, I had one of the first 10, and then step by step year by year they increased a little bit the production.....

(birthday) 22nd of December 1922, my birthday...

(relates experiences in Ghana uprising) of being thrown in jail, people being killed outside, ambassador getting him out and developing malaria, and leaving the country, "I had to leave everything there, all my clothes, all my personal things, were left there, and 2.7 million dollars that the government owes me. they owe me this, but I couldn't get it.... I did all the planning and started construction already on our own, ..for this industrial free trade zone.

.October 23, 1986. Heinrich Sauter, Freeport, Bahamas..

In the area of _____ Austria, then I run away there, I didn't like it so much (speaking of prisoner of war times near end of war, he had been in German Air Force) after a small little British camp, and then they transferred later to an American camp, then I was released end of 1945,.. but I couldn't go home immediately, the French were in Stuttgart,..but this was still the French zone.. you know Germany was divided in the British zone, French zone, Russian zone, and American zone, and Americans were still in Frankfurt, this area. and in Stuttgart, in the south, were the French, ..you have the paper from your people you are released and you can go home, they took it and tore it in pieces and get you back in jail, and then you have

8

to go to North Africa and build roads for them or something..so I stayed with an uncle outside of Stuttgart until I could go home, this was in a couple of months later...but the Russians they haven't treated me badly, I still had my watch from the Air Force, Luftwaffe watch, I still had a little revolver in here you know, so in any case I didn't want to go to Siberia, most likely I'd have shot myself rather than go to Siberia,.. then I came to this British camp and the first thing they do is take my watch. In the Russian camp we got some food , in the British camp..until coffee you could look through it, this was the daily ration, and some ...dry bread..2 pieces.. you couldn't eat it and you couldn't drink it...this camp diet may feed about 400 people at the time I was there.... it was an open camp, we had to sleep on the ground and ...

Q. family business after war A.no the building, our main office in Stuttgart was completely destroyed, the walls were still standing but it was burned out completely. we started to build it up , to rebuild it again, step by step, you couldn't get anything, you couldn't get concrete, you couldn't get...no windows, no glass, no nothing.. step by step we made it.. until when the change came, the money change,1947.. so everybody got 40 Mk , 40 Mk per head, the whole population, it didn't matter you had a million of the old money in your bank account,40 Mk per person. up to this day you couldn't buy anything, no food, no clothes, no shoes, nothing,..the day it was open full of food, shoes,, you could buy everything.. overnight. 40 Mk....just 40 Mk.. and then you got later one, you had a business, you got 10%, so let's say you had a million in your bank account, you company account, then you got 100,000 in the new money,and then you could start to rebuild, ...yah, 10%..... then after the war there was a kind of retaliation, or what ever they called it, they took all from all factories the machines, all the tools, everything out, of course this was when this Morgan plan was still actual plan, he wanted to transform Germany into an agricultural country, which is absolutely impossible, Germany lives out of export, and not out of food, no.. but then it was changed, this Marshall plan, and later on, but in the mean time all our factories were empty, no machines, nothing was left, it was sent to the Russians, sent

to French, and to England, all our... this was lucky then for Germany, it was a very good..it turned out later.. then with you money you could buy things, ...so we had the newest machines, the newest tools, this equipment... and this economy boomed in the 50's.....they got a lot of machines (speaking of Porsche) in the beginning from me, I was helping them a lot. Q. involvement when Porsche was in Gmund A.no I didn't know them, my father knew the professor, but I didn't know him.this was the sportscar I was interested in,...no after this it came to business.. but in the beginning there was no business at all between us...I was a "car nut"...(chuckles)...the car nut boys toy..

When I joined the army I was 17 years old, no. and so more or less my youth was lost during the war, the young guys of today between 16 and 20 is the easiest time. go to school and have fun and do sport and things like this, we didn't have this..no....

Q. most important thing he wanted when he planned to make this car.A. we only had at this time the coupe, huh. In my opinion it was not fast enough, I wanted a faster one. to compete with the different cars, the sportscar...I wanted to go fast...

Q. what he raced in 52 after the Sauter roadster.. A.Well then I raced all kinds of cars,Ferraris, Bugattis, a special built car for Hans Klenk and Karl Kling, it was a streamline car, very light body, a BMW Veritas engine in it, this car would run about 230 km or 240 km. then I was competing long distance races...

Picard.. I met Picard in 1950..and I was the first German sports,in sports, who was invited to France after the war, with the Porsche car for the Tour de France automobiles this was a marathon race that goes over entire of France, and stop at each race track I was the fastest, I had the first I think 1300 engine from the factory, so I had the fastest engine, and we practiced in Monte Carlo in _____, there is a mountain race too, and I was the fastest far out the fastest, and then I called Porsche in the evening, and I told him look, Mr Porsche, I am invited here as the first German to compete in Sport and I don't feel very easy about this whole thing, and I have your new engine in, and these French people they own you know the Porsches from your factory, they have engines they are not as fast as the engine I have. What do you think I give my engine

to the local hero, this was Picard. He was thinking a little, and said, "Yah, if you want to do it, it's okay, but it's up to you. But it's your engine, and you can win" I said "sure I can win, but that's not so important, I tell you, let win the French guy, that's also much better, no, for your business..huh...okay,okay. So we changed interchanged the engines during the night....Picard had a coupe, and I had a coupe... I had a different engine...No, no I got the engine back afterwards, this was not my engine, it was the factory... Then we didn't tell him anything, no he didn't know it, until the race started and suddenly he was in front,no, and in each race he was in front, and during the tour, I told him. "you are very quick, very fast now".. I don't how this car is running now, is unbelievable...I said, yah, I give you my engine... WHAT?.. then it was all over France and the newspaper, what I did to my friend .. and they had an article, "H. Sauter did more to rebuild the friendship in sports than anybody else.... so this was good for Porsche... As a matter of fact I gave away a victory to him, but I really felt uneasy..... here comes someone from the factory and he has a new engine and he's blowing away..... Story behind the scene...