

The FOGlight



The Official Newsletter of the 356 Porsche Florida Owners Group.

December 2007

President's Message

In preparation for the annual dues notice, the Trustees conducted a comprehensive budget analysis, looking ahead three years. Although the treasury looks healthy on the surface, a substantial portion of the funds is advance dues, and our balance has been sustained by non-recurring revenue such as grille badge sales that we cannot count on in the future. When we projected out expected costs for newsletter and other items, we found it necessary to increase the

dues to \$20 from \$10. If you have paid in advance, that interval will be honored and you will not see an increase until after your current membership expiration date printed on your address label. The \$20 dues is at the low end of sister Clubs.

On to having fun with our cars. There were four weekends in a row that had events for us to participate in. Some were sponsored by other organizations, but were very popular, and I saw many FOGgies at them. More detailed coverage of all the events is elsewhere in this issue.

The standout FOG event was the Rawson Tour in October. About 100 people attended a full day of socializing, viewing Kent Rawson's incomparable collection, Scott Tyler's 911 collection, and enjoying slow roasted barbeque. Jamie Poole spent months and countless hours organizing this event, and we all owe him a BIG THANKS. We also thank Kent Rawson, Joe Vatter and Scott Tyler for their special hospitality. It was a truly memorable day.

If you have not signed up for partial or full
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Recent Events

Text John Reker
Pictures Jan & John Reker

The driving season kicked off with four weekends in a row of events for us to attend. Here is a brief recap of the highlights.

Concours Weekend Oct. 21-22

The Winter Park Concours featured about 175 exotic and sports cars of many makes. There were a total of 15 Porsches entered, of which all 6 of the 356's belonged to FOG members. Competition was very close, with our former President Kirk Stowers taking first place and Mike Davis, our Treasurer, taking second. Kirk almost did not get judged because his car would not start, even though he had driven in from home an hour earlier. Cars had to be running to enter, and the judges gave him only 15 minutes to remedy the situation. Kirk quickly narrowed the problem to a possible battery failure. Exemplifying the true spirit of FOG camaraderie, Stan Pfost, whose car had just been judged, offered to take his battery out and put it in Kirk's car to get it through the judging process. That did the trick, and Kirk later went out to a local store and bought a new battery. Yes, batteries can instantly go!

The Lake Mirror

Classic concours and show was held in Lakeland the same weekend. It is an overall bigger show of some 500 cars, but the judged *concours* is by invitation only and is a subset of the cars. Our Mike Owen was invited and won Best of Class in the Foreign Sportscar Class with his 1956 Speedster.

Rawson Tour



Jamie Poole Heaves a Sigh of Relief at the End of a Successful Event

This much anticipated event was everything hoped for. Our base of operations was Scott Tyler's shop and warehouse, where we checked in. Scott had a nice collection of 911's, especially early models,

and conducted informal tours. Some light rain forced us to move the lunch tables inside Sott's building. Everyone enjoyed fine barbeque with fixings. Throughout the day, groups of people were formed and then they walked the short distance to Kent Rawson's collection, where Joe Vatter talked about each car. The 356's were spectacular and included a rare Gmund Coupe and several Carreras. But there were also a 959 and other significant Porsches. Everyone had a fine time and it was an opportunity to meet fellow FOG members. One charter member, Dick Weiss, came all the way from Cincinnati in his right-hand drive South African 356A to attend! Again, thanks to Jamie Poole, Kent Rawson, Joe Vatter and Scott Tyler for making this special experience happen.

*Visit Our Web Site
www.356fog.com*



Rennsport Reunion III

This was the Porsche show and event to end all events. Held at Daytona Speedway, there were late model and vintage races, an extensive invitation only *concours*/display, and a separate historic display. PCA set up corrals for various models, and there were 15-20 356's parked together in the "air cooled" corral. FOG members were well represented. The Historic Display was in a special area and featured major Porsche models across the years. Mike Owen, Brady Owen, and Bob Schmitt were chosen to display their 356's for this three day event. Everyone had a good time chatting and getting their Porsche fix.

Roar 'n Soar (Fantasy of Flight)

This was not our event, but we were formally invited to have our cars on display and enjoy the festivities. We had 15 cars, all parked together on the tarmac next to some vintage planes. Most of us just enjoyed talking, but there were boat and plane activities also. And there was an autocross sponsored by the Jaguar Club. Our own Glen Getchell entered "Scrappy," his 356 Coupe and beat almost all the Jags and other cars. It was fun to watch. Our thanks to Joe Veglucci for serving as Registrar for this event.

JOIN OUR EMAIL LIST

By John Reker

We have started a Club email list for the purpose of sending event reminders and announcements. The initial list has been compiled from available Membership data, much of which is incomplete and/or out-of-date. If you have not received any email reminders recently, please let me know your current email address. The list is done by blind copy, so no one else sees your address. It will not be used for any commercial purposes. The volume will be one or two a month.

Please send your address to JReker@CFL.RR.COM .



A Tale of Two Trips.

By Glen Getchell

Those of you who read the *FOGLight* will remember my last article about our trip to the ECH. One stage of that trip was a 14+ hour straight through drive from Tennessee to Wisconsin in our beloved 356C Coupe "Rudy". Well, only a few short months after that trip we made another straight-through blitz from Florida to Pennsylvania, but this time in our Lexus SC 400 (No name. After all, naming cars other than 356's is just plain weird). I thought it would be fun to make a heads-up comparison of the two trips in the two cars (one modern and one vintage). Please note that the weather was quite mild for both trips. Therefore, A/C issues are ignored in this article, as they would completely skew the results.

First let's discuss the cars. Many of you have met "Rudy". He is a 1964 C Coupe with Karmann coachwork. The engine is stock. "Rudy" is a spectacularly great driving car. The competitor is a 1992 Lexus SC400 Sports Coupe. "Whoa! That is not a modern car," you say. True, it's not "new", but it is still modern in every sense of the word. The same model was built for several years after 1992

without a single meaningful change. It can easily top most brand new cars in features and amenities. It has a 4 liter double overhead cam aluminum V8 engine that provides enough power to move a car, that weighs more than twice what a 356 weighs, at 150 mph, and provide 0-60 times in a very respectable 6 seconds, flat. It has aluminum suspension components and speed sensitive steering. It has power everything, CD changer, driver seat memory, yada, yada, yada, and the list goes on. What it lacks when compared to a "new" car, apart from a warranty, is probably a few more air bags and a port for an MP-3 player. Considering that I have yet to acquire an MP-1 or 2 yet, this is in fact meaningless to me. I did find a shark tooth, that Mary had found on the beach, in the cup holder. It was not a Blue Tooth, but I figure it was close, if not as pretty. So argument ended, the Lexus IS a modern car.

Next I will talk about the prep work involved in getting these two cars ready for their journeys. First up is "Rudy". Prep for a major trip starts weeks, maybe even months, ahead of time. All routine maintenance is completed and logged. You do a thorough inspection of the car from front to rear and back again. You inspect

your parts and tool bag, which holds between a quarter and a third of an entire 356. You install the luggage rack. You vacuum the interior, and treat the leather. You lovingly wash and wax the exterior, clean the windows, check the tire pressure. As the trip gets closer, you walk into the garage each night before bed to make sure the car wants for nothing. You look for any signs of distress on its face. And finally you print up the newest 356 Registry emergency Travel Assistance Network (TAN) list.

The Lexus checklist is less involved. First you look under the car for a big wet spot. If none, you check fluids, tire pressure, vacuum the car and wash the windows. Done! So which one won this category? Well it's damn near a tie, but the 356 just edges out the Lexus in this category. "What?" You ask! Let me explain. While one is clearly quicker and easier to prepare for a long trip, the other provides a much more intimate experience with your automobile that is so much more fulfilling and educational. If time permits, the prep of a 356 can be a joy in itself.

The next thing up is packing. With "Rudy" the saddlebags from a long-gone motorcycle come out and onto the luggage rack (great for

keeping dirty laundry out of the car on the way home). A sequence of inserting specific bags into the car in a specific order takes place. Each bag has its spot and only its spot. Those "As seen on TV" bags that reduce your clothes to pancake-thick packages are employed. A cooler goes dead center to the rear. The front trunk is packed with particular care to avoid blocking the ventilation rams (made that mistake once. Don't do it!). Once all of the luggage is in, then it's time for the electronics. The Radar Detector is hooked to the inverter; a secondary power source is placed behind the passenger seat, with extension cords to run the GPS. A headset is hooked to the GPS so the instructions can be heard. Maps and books are placed in strategic places.

Now let's jump to the Lexus. The suitcases (just about any suitcases) are thrown in the trunk. The cooler is belted in like a baby in the back seat, and the electronics are plugged in. Done! This is also a tight race, but I have to give the nod to the 356 here. No, I am not biased! Sure, the Lexus is quicker and easier to pack. But the modern car cannot come close to providing the sense of accomplishment that one gets from packing nearly everything one owns in a few cubic feet. We once went on a two-week ECH

trip with Rudy. I am not making it up when I say we had our clothes, as well as a TV (granted it was black and white), backgammon board (I have no idea why), wet suit, and mountain biking gear (alas the bikes themselves would not fit, and we were forced to rent) packed into our little 356. I am still proud of this and will be happy to provide a photo.

Now we're off on the long drive. Which is better? Well the Lexus is fast, quiet and smooth. The radio can be heard at any speed, even with an antenna that has not raised in years. And even if you do lose a station, you have the CD changer. At "healthy" highway speeds the car returns gas mileage south of the mid-20's. There is cruise control, as well. The Lexus does its job well; however, you find that you are just killing time till your arrival. The 356 goes about its job equally well, but in a completely different manner. While not as fast, the vintage 356 can easily keep up with any traffic you will find in this country. Equally "healthy" highway speeds are possible, but I generally found my self running about 5 mph under the speeds generally driven in the Lexus. You find that you rarely look at the speedometer, as you use the tach much more often. Around 4000 RPM you find a sweet spot that

just seems right. It feels like an extension of your body, rather than a computer chip on wheels. You hear everything; you're attuned to the slightest change in engine pitch. You count the RPM's. You are one with the car. Instead of feeling as though you are killing time, you feel that you are spending quality time with an old friend. Again the 356 wins by offering more than just convenient, boring transportation, while providing superior gas mileage of upper 20's at similar speeds.

Of course part of the drive is comfort. Now some think I'm nuts, but I find "Rudy" just as comfortable on long trips as the Lexus. However, I do have other 356's and could not say that about them. But let's look at the major issues. Fatigue: I am no more tired after 14-15 hours in "Rudy" than I am in the Lexus. Noise: This one the Lexus wins hands down. Passenger comfort: Well, Mary complained about her butt hurting hours earlier in the Lexus than she did in Rudy. A fluke? Maybe. But a passenger falling asleep in a 356 without headrests may be very humorous and entertaining to the driver, but it can be very painful and nearly incapacitating experience for the passenger (guess which one of us gets to laugh). So in this category, the Lexus squeaks past the 356.

From a pure comfort standpoint, the Lexus has to win.

Reliability: Neither car has ever left me stranded. However, it is always in the back of my head in the 356. Of course this is part of the excitement one feels when taking a 356 on a long trip. With a 356 you may not expect problems, but you acknowledge they may happen before you ever hit the road. With the Lexus, on the other hand, it is just assumed will get you there. Any problem with the Lexus would be equivalent to a sucker punch to the face.

But what if you did break down? The 356 is old, with rare parts. However, there is a nationwide network of friends you have not even met yet, ready to help you. Parts can be shipped overnight from several vendors. Roadside repairs are most likely going to at least get you to the next exit. Should the Lexus break, your fellow Lexus owner will probably not even notice the car on the side of the road, as he sideswipes you while talking on his cell phone (even with those blue teeth). Roadside Repairs: HA! Parts are pricey, probably even worse than the 356, and availability of said parts might not be any better than the 356. So, on paper this looks to be a tie. However, the reality is that the chances

of breaking are about equal on any specific trip. The assumption still exists that the Lexus will get you there without a second thought. So I give this win to the Lexus.

So what have we learned between comparing these two cars? One is that a bunch of people will think I'm off my rocker. Sadly, they miss the point. There are four-wheeled modes of transportation and there are motor cars that are meant to be more. A plain Jane Chevy will get you there. So the question now becomes "What are you looking for in your car?" Obviously, those of us with a 356 are looking for something more. In fact, those of us with a Lexus or something similar are also looking for something more. As stated earlier in this article, both cars did their jobs very well. After 14-15 hours I could have driven each for another couple of hours without difficulty. So which car won the comparison? The reality is both! If you want an adventure instead of a drive, if you want the drive to be a memorable and enjoyable part of the trip, then without a doubt, the 356 is the car to choose. The fact is that I would rather take "Rudy" on a leisure trip designed for enjoyment. It is in fact the car that I think up trips for. Now if I just gotta get there with little muss or fuss than the obvious

choice is the Lexus. Throw the luggage in the trunk set the cruise control, and hope you don't get so bored that you miss that State Trooper with "Instant On" on the side of the Road.

Bottom line:
Trip = Lexus.
Adventure = 356.

Happy motoring!

Drive Those Cars Contest By John Reker

The contest is on the final lap, and close! We now have four top people together at over 5000 miles. Although not a contender for this year's top spot, Glenn Long has popped onto the list with over 2000 miles. Not bad, considering that he just got it back from a two year restoration a couple months ago. Here are the standings:

| | |
|----------------|------|
| Mike Owen | |
| Orlando | 6062 |
| Glen Getchell | |
| Seminole | 5715 |
| Roger Ousley | |
| Melbourne | 5521 |
| Mark Pribanic | |
| Neptune Beach | 5293 |
| John Reker | |
| Winter Park | 4029 |
| Bob Ross | |
| Englewood | 2698 |
| Mike Davis | |
| Orlando | 2163 |
| Glenn Long | |
| Dunnellon | 2038 |
| Larry Marshall | |
| Kissimmee | 1115 |

Rich Williams
Sarasota 1110

This year's contest is going to officially end midnight December 16 so that results can be sent in and awards made ready for the January "Gathering of the Faithful". You do not have to be present to receive your award.

Next year's contest will start December 17 and go a full twelve months. Even though you did not enter this year's contest, please write down your mileage on December 17 so you can be set for the 2008 contest.

President's Message
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attendance at the "Gathering of the Faithful" January 11-13 in Mt. Dora, there is still time to sign up. See information in this issue. Attendance options have been added for those desiring to attend for one day.

Drive those cars - John

CLASSIFIED

Classified ads are free to FOG members and members of other regional 356 clubs. Submit your ads to the publisher. **We will run the ad as many times as you wish, but you must request each renewal. Otherwise, we will assume the item has been sold.**

356 Engine. Zero hours on fresh rebuild with Industrial case. New crank, camshaft, flywheel, pistons, & cylinders. 32 NDIX Zenith carbs, starter, generator, muffler, pipes & clutch. All sheet metal. \$4900. Engine

is in Fayetteville, NC. Russ Sparks 910-488-0879.

Dual-Circuit Master Cylinder Kit. Bolts in place of the original. \$120 plus shipping. Mike McNabb (813) 254-1589

Wanted: 4 or 5 restorable drum brake painted wheels. Matching dates preferred.
Bob Schmitt
rgs454@bellsouth.net

Membership Report
By John Reker

Our membership is about 200 members. We have room for more, so if you see a 356 try to make contact (not literally) to get their name and address. Either send the contact info to me, or send them a note yourself directing them to our website for an application, or send them a copy of the application from the *FOGLight*.

Please welcome the following new members:

Ivan and Gerda Gyori live in Bonita Springs and have a 1965 C Coupe. They can be reached at 239-947-0491.

Sid and Hali Wilde live in Ft. Lauderdale. They have a 1954 Speedster and a 1962 B Notchback. They are at 954-524-8884.

Arnie and Anita Fried are also in Ft. Lauderdale and have a 1962 B Super 90 Cabriolet . They are at 954-522-3747.

Jim and Carla Bruton live in Winter Park and have a 1964 C coupe. Telephone 407-677-9723.

Bryan May joins us from Windermere and drives a 1958 1600S Coupe Outlaw. Bryan is at 407-928-9224.

Leon and Angela Roditi live in Miami and have a 1959 Convertible D 1600S. They are at 305-854-5328.

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