

# AUSPUFF ROAR

Late 356  
or  
Early 911?

Choose  
Your  
Weapon!

See pg. 14



356 Motor Cities Gruppe Oct/Nov 2001



## **ZÜNDFOLGE**

### **PRESIDENT**

DAVID PETERSON

### **VICE PRESIDENT**

SEBASTIAN GAETA

### **TREASURER**

GERALD VANVLIET

### **BOARD OF DIRECTORS**

BILL TOBUREN TED DUNHAM

SEBASTIAN GAETA DAVID PETERSON

BARBARA SKIRMANTS

### **MEMBERSHIP**

BARBARA SKIRMANTS

### **AUSPUFF EDITOR**

SEBASTIAN GAETA

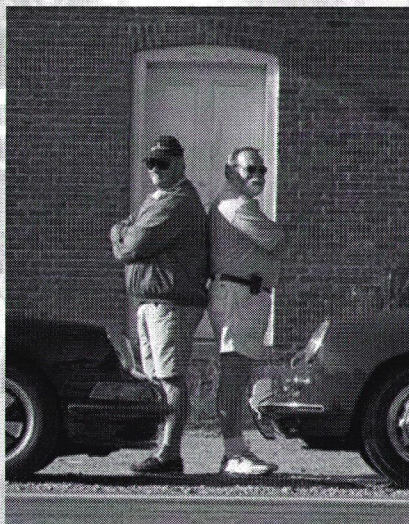
### **NEWSLETTER DISTRIBUTION**

TED & LANITA DUNHAM

### **STAFF PHOTOGRAPHERS**

DAN CHRISTIE-GOTTFRIED HOGH

## **ON THE COVER:**

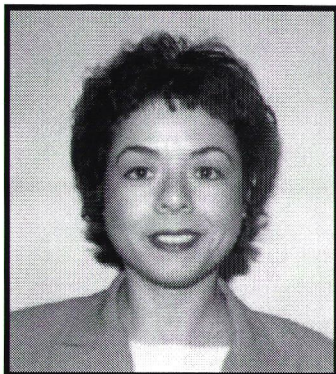


**Dennis and John  
Denyer  
Square off in a  
comparison of  
the two most  
famous Porsche  
models.  
See page 14.**

The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe is \$15 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—\$50, Full page—\$85. 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

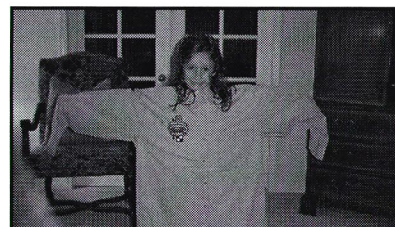
## **Salomon Smith Barney**

Providing Comprehensive financial  
Services to owners of corporations and  
individuals needing financial guidance



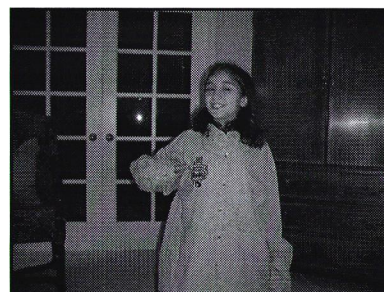
- ♦ Qualified Retirement Programs
- ♦ Private Portfolio Management
- ♦ Estate and Trust Services

Call Monica M. Gobba  
Financial Consultant  
(800) 846-5229  
2001 Commonwealth Blvd.  
Ann Arbor, MI 48105



Denim shirts w/ a Motor Cities  
Gruppe alternate logo are now avail-  
able. They are \$45 which includes  
your name embroidered on the shirt.  
They come in S-M-L-XL. T-shirts  
are available for \$15

Call Barb Skirmants 810-225-8692





# PRESIDENT'S LETTER



**H**ere we are in the middle of October -- with two consecutive successful events behind us. Each event was threatened by rain, but the weather cleared both times -- as if not to cross St. Ferdinand. You probably were not aware that there were actually two Saint Ferdinands; one being St. Ferdinand of Leon, Spain, and the other being St. Ferdinand of Gmund, Austria.

The Summer Picnic was replete with lots of folks, and the setting at the Dunham's is perfect for this get-together. Lots of cars lined up to admire and inspect, lots of good food to eat, lots of stimulating conversation, all wrapped up in the engaging hospitality of Ted and Lanita Dunham.

I believe that the equivalent of one entire month's rainfall occurred on Friday, October 5<sup>th</sup>, and the forecast for the next two days wasn't much better. But, St. Ferdinand again intervened and assured that the thirty people (including four comrades from Ohio) on the Fall Color Tour would be bathed in crisp autumn air and sunshine.

Nothing is quite so sweet a view as seeing a string of 356's and other Porsches out your windshield as you are whipping along a winding road with the sun reflecting off the crisp colors of autumn. And Barbara Skirmants found miles and miles of highways where the longest straightaways were 500 yards long. And we even drove on Ohio Route 356. Now, it is

very apparent to me that after the Ohio Department of Transportation built this road and test-drove the final product, they unabashedly decided to name it after our beloved tubs. It is one of those situations where you're not sure if they made the road for the car, or the car for the road! In either case, it sure worked out perfectly. Next Issue you will find a great story about the Fall Tour as well as some and beautiful pictures all from Dan Christie.

"Nothing is quite so  
sweet a view as seeing a  
string of 356's ...out  
your windshield as you  
are whipping along a  
winding road with the  
sun reflecting off the  
crisp colors of autumn".

And don't forget the Holiday Party coming up on Sunday, December 2<sup>nd</sup>. We are just putting the final plans together, and it will be a great way to usher in the holiday season. We're continuing to hold the party at the Waterford Hills Sportsmen Club, based on the members' preference for the informal atmosphere of the location.

The Holiday Party provides an appropriate segue to my next subject, the Motor City Gruppe Trustee election. Traditionally, we hold the election of new Trustees (two and three elected on alternating years) on that afternoon. And of course, we cannot hold an election without candidates. So, I'm putting out a call for Trustee candidates. If you know of someone whom you believe would be a first-rate choice (including yourself) of carrying on the traditions of the Gruppe, please contact me, or one of the other Trustees.

Lastly, one of those among us is running for the Board of Trustees of our parent organization, the 356 Registry. Gerald Van Vliet, who incidentally has served as our Motor Cities Gruppe Treasurer for several years, is one of the four candidates to fill the three open positions. Please support Gerald in his bid for this office, as (including yourself) I can wholeheartedly endorse him from my association with him on the Motor Cities Gruppe Board, as a fellow working member of the 1998 East Coast Holiday Committee, and as a fellow member of the Gruppe.

See you at the Holiday party on the 2<sup>nd</sup> of December (if not at the Breakfast Club some Saturday morning)... 

**Dave Peterson**





lot of people "store" their favorite vehicles for all but July and August; happily we 356 folks never really store ours, we just park them during the really nasty months. Here is a pretty simple 'how to' that will help your baby to come out of the garage in as good a condition as when it went in.

I am making the assumption here that you do thorough regular maintenance, that you have had a fairly recent tune-up/carburetor cleaning and that your windshield washer anti-freeze is good to the temperatures you experience in your area. If these are (like so many assumptions) not true, you should put this article away for a few days and make them happen.

### When To Do It

Pick a dry, sunny day, as warm as possible. Temperature is not as big a concern as humidity - cold is OK, damp is bad. On this sunny, dry day, open the garage and let it dry out.

While you're waiting for it to dry, clean it. Sweep the floor, remove any oil or grease spots, pick up bits of wood, cardboard or other debris - these can attract moisture, insects and rodents which may later end up in your car.

### Where to Start

The first thing to do is to drive over to the best car wash in town - the one that uses only fresh water and has an undercarriage wash. Spend the extra three bucks and get the deluxe job. Take along some WINDEX, ARMOR-ALL, paper towels, a bath towel and a chamois. Stop at the high power vacuum cleaner and do the best vacuum job you've ever done (again, spend the extra dollar and the time to do it right). Towel or chamois dry the car exterior, including the door wells, door bottoms and fuel filler door; wax the car if you have a nice enough day. Clean the windows, interior and seats. Bottom line here is that everything; body, seats, carpet, windows, etc. should be as clean as you can get them. Any dirt left in or on the car now will be twice as hard to get off next spring, and may do damage to the paint or upholstery.

### Nice and Clean - Now What?

Well, now the errands. In order.

First Stop: the local auto parts emporium. Purchase enough oil for an oil change, a new filter, one can of 'dry gas', one can of STABIL or other fuel stabilizer, one spray can of WD-40, some belt dressing and a tire pressure gauge (if you don't have a good one). You can get engine fogging oil too, if you want to. I don't bother to fog mine for three or four month storage periods. If you can, open your hood in the parking lot and put the belt dressing on the belt (note: some people don't like belt dressings -do what you think is best).

Second Stop: Home, after a nice 20 or 30 minute cruise (longer is fine - remember, all you'll be doing for a while is wishing you could drive it, and it *is* a nice sunny day). Now is the time to change the oil. Remove the drain plug (preferably the sump cover plate too if you have gaskets handy) and let the oil drain. While waiting, grease the car, check the brake fluid and just generally look around to be sure everything is clean and in good order. Two things of import here: One, drive on the highway for at least 10 minutes to get everything good and warmed up. Two, let the oil drain for at least twenty to thirty minutes. You'll be surprised at how much more dirty oil comes out. This is my major bitch about 'quick' oil change places.

Third Stop: The gas station nearest your storage garage. Pull up to the alcohol-free Super Premium pump (or the race gas pump, if you can find it and afford it). Get out the dry gas and the STABIL

# Technical

By Vic Skirmants  
With guest columnist Bill Rohrer

# Winter Storage

and put them in the tank. Fill the car full, but not to overflowing. The idea here is to minimize air, and thus water vapor, in the tank. Make sure you put the gas cap back on tightly. Now pull over to the air pump and inflate your tires to 40 psi. This keeps your tires from developing a flat spot from being parked for a long time.

### When do I Actually Get to Put the Car Away?

Now. At last, you can drive over to the storage garage. On the way, run the heater for a few minutes to dry the air in the car. Park the car where you can get at the engine compartment. Before you get out, take the paper goods and other things out of the glovebox, door pockets, kick panel pockets, etc. These items and any tools should be stored inside your house. Close all windows, vents (floor, cowl, etc.), glovebox, ashtray - in short, make sure the vehicle is closed up as tightly as possible. This prevents unpleasant spring surprises like finding a new family of mice or spiders. Close the floor heater slides - critters can crawl into your heater channels through some remarkably small holes in heater hoses or mufflers! I put a small glass bowl with two or three mothballs on the floor (and in the trunk) as a further deterrent to potential tenants.

### This is important: DO NOT SET THE PARKING BRAKE!

Open the hood (which should be as clean as the interior) and the decklid. These should be dry by now, but if not, wipe up any stray water from the car wash. Remove your tool kit, jack and leather tire strap and close the hood. Get out your WD-40 and spray the carbs/ linkage lightly. Close the fuelcock and run the gas out of the carbs. If you are going to fog the engine, do it now and drain the gas out of the carbs.

After things cool down for a half hour or so, cover the engine air intakes (air cleaner "horns", mesh cans or... ). I use a piece of plastic film and a rubber band on each air cleaner. Use whatever works -the idea is to seal out moisture and critters. If you have a fan housing without the mesh screen, cover the air intake opening. I also seal my tailpipes since a neighborhood mouse decided my muffler was a good place to store seeds one year.

You're almost done now. Undo the battery cables (both of them, positive first). Move them aside and secure them so they won't flip back up and touch the battery terminals. If you have a safe place to store it (cool, dry, up of f the floor, away from the kids), it is better to take the battery out of the car. After one last loving look, close the hood, put the car cover on and lock the garage door Last step: put this article someplace where you will be able to find it in the Spring. Reading it again will help you remember what you have to undo, uncover and reconnect.◀



# MOTOR CITIES GRUPPE CALENDAR

## OCTOBER

5th-7th--MCG Fall Color Tour.

## NOVEMBER

18th-Membership Dinner  
At Zack's Steak House  
26620 Dequindre  
Warren, MI 6:00 PM

## DECEMBER

2nd—Motor cities  
Gruppe Holiday Party  
At Waterford Hills' Oakland  
County Sportsman's Club.  
Special mailing to follow.

## JANUARY

18th-Membership Dinner  
At Zack's Steak House  
26620 Dequindre  
Warren, MI 6:00 PM

## FEBRUARY

**OPEN**

## MARCH

18th-Membership Dinner  
At Zack's Steak House  
26620 Dequindre  
Warren, MI 6:00 PM

## APRIL

TBD Hershey all Porsche Swap  
Meet, Hershey, PA. The largest  
event of it's kind in the world!

## MAY

TBD 10th Annual MCG Spring  
Tour!! Info to follow.

18th-Membership Dinner  
At Zack's Steak House  
26620 Dequindre  
Warren, MI 6:00 PM

## JUNE

TBD Stoddard's all Porsche  
swap meet



The sixth annual "Run to the Glen" took place Sept. 6<sup>th</sup> through the 9<sup>th</sup>. There was a large gathering this year, with the usual, John Denyer & Becky, Dennis & Sue Denyer, Dick & Barb McLaughlin, Dick Beecher, Ted & Lanita Dunham and Rick Spurlock. But this year we were among a number of racers, Vic & Barb Skirmants, John Chatley, Jack Chamberlin, Phil & Patricia Kubik, Dave & Diane Burton and Lane & Susan Malley. The new members of the group included Dick & Shirley Gobba, Brad & Gabby Richards (2<sup>nd</sup> yr.), Barry & Kathy Ruthizer and Keith and Jean Blake.

The racers left on Wed. or early Thur. to be able to get in practice time at the track, while the rest of us met up in Oxford for a 10 car caravan. We soon became a very cohesive group with Dick McLaughlin's generator failing by Port Huron. With the creative heads together, they called Ron Roland, who just happened to be home from seminary, and requested he bring one from his stock. After a 3-hour wait and lunch, the offending part was replaced and again, the whole group (who chose to stay together) set out for our destination of "Rainbow Cove" on beautiful Seneca Lake, NY. Somewhere past Hamilton, Ont., we separated after missing the correct road connection and never regrouped. Those taking the correct turn, stopped for dinner on I-90, while the rest of us drove on and had dinner south of Geneva, NY. While we ate, the others passed and got to the motel before us. One little note here, Dick Beecher felt we were all driving too fast and repeated throughout the day that we should all just go ahead and he would meet us at the hotel. This is where it gets good. Going south out of Geneva, who should get a ticket for exceeding the speed limit? You guessed it, Dick Beecher. But all arrived safely and we all quickly turned in as it had been a long and tiring day.

Fri. morning found the guys up and cleaning their cars, some in prep for the concours, other readying for the rally and the remaining heading for Watkins Glen Race Course. We all had a hearty breakfast at the Cove, and then were on our

way. The rally is always a fun event, as the drive is not difficult or meant to lose anyone. It ended at the local State Park, where lunch had been catered by a new restaurant, the Colonial Inn. Then we made the short drive into town where we drove the original street course. Meanwhile back to the wash & shine group, Dennis Denyer had taken his car to the car wash to clean up before the concours, After drying his car, it wouldn't start, so they pulled it to the concours site and carried on as normal. When we met up with them, we learned of Dennis' woes, and the guys immediately set about resolving the problem. It was ascertained that the battery was dead and a replacement was purchased and installed. Hooray!! Brad Richard's "continental coupe" and Dick McLaughlin's newly restored 356 got "Honorable Mention" in the top 10 cars chosen. Great work fellas!! Then the concours cars took their turn at the road course, before all the "Real" race-cars came in from the track to fill the streets with "ROARING" engines. This was the group's chance to grab some dinner at our favorite diner. Then the track cars drove the road course before heading back to the track. This had been another long day and we headed back to Rainbow Cove and the first of two wonderful bonfires on the shore of Seneca Lake, with the stars shining overhead and the sound of waves caressing the shore. Jack Chamberlin was not at a loss for some great jokes, while Shirley Gobba did a fine job of roasting

marshmallows over the fire.

Sat. we were again up early as the guys and some of the wives were going to the track, while 7 of the wives headed to the "Windmill Farm and Craft Market", some antique treasure hunting and wine purchases for the late afternoon "Wine & Cheese" party by the lake. Note here that this morning, John's car battery was dead and again, some of the group were off to the local NAPA store for a replacement. This was a working vacation for Ted. Jump to afternoon now. The people returning from the track were excited to see how well "OUR" racers had done in qualifying. A large group of us enjoyed the late afternoon sun and warm breezes off the lake, relaxing with cheese, crackers, veggies, beef stick, chips and beverages. Then we gathered in the Cove restaurant for the Sat. night Turkey dinner, complete with dressing and cranberries. Then it was out for the bonfire again, this time with "S'mores"; skillfully cooked over the roaring fire, by master chef, Shirley, and some great jokes by Barry Ruthizer, until we all drifted away to our cozy rooms for SLEEP! OH! I can't sleep after eating sooo much!!!

Sun. saw the race group again heading for the track as this was "race day", while the rest of us loaded our cars for either the trip home, or in the case of John, Becky, Ted & I, who were headed for Alexandria Bay on the St. Laurence River. We had one last breakfast at

# WATKINS GLEN GREAT ESCAPE

by Lanita Dunham



lovely Rainbow Cove and said good-bye. We knew all arrived safely home, as John's phone link is never down for very long, and his brother kept him apprised at all times. We also heard that the racers did very well, with Vic cleaning all other score cards and Dave Burton doing well and John Chatley and Lane Malley also bringing our "Gruppe" much honor.

The upstate NY. Trip was a wonderful time. Our rooms faced the St. Lawrence Seaway, with views of all sorts of boats and ships passing day and night. No, the biggest of ships makes almost no noise at all and one didn't know they were coming until the lights could be seen. After checking in on Sun. we drove into Uncle Sam Boat Tours in Alexandria Bay for a short trip across the river to see "Boldt Castle". Yes, a real castle built for his princess (wife). Now wives, your husband thinks you're a princess too, but he just doesn't possess the multi millions of dollars that Boldt spent to build a castle.

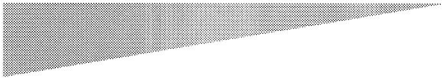
**FOR SALE: "Rotisserie" for your Porsche 356 restoration. Made to fit A, B and C models. Professionally constructed, has wheels so the unit and car can be moved around your shop. \$425.00,**

**Porsche 356 engine stand. In this stand you can test run your engine after rebuild. The stand is on wheels and has a gas tank. \$175.00**

**Original Porsche 550 Spyder Engine grills. Both grills are in excellent condition. \$150.00 for both.**

**Tord Smedberg, 248-474-3340**

However, before it was completed, his wife died and building was halted. The uncompleted castle set for over 70 years, empty and going to ruin. In the last 20 years or so, the NY Bridge Authority bought the castle and they have spent 17 million to bring it back to its present state. Much more work is needed to bring it to the condition of when work was stopped at the time of Mrs. Boldt's death.



**The upstate NY. Trip was a wonderful time. Our rooms faced the St. Lawrence Seaway, with views of all sorts of boats and ships passing day and night.**



Monday we visited the "Wooden Boat Museum" in Clayton, NY. It was a rainy morning and a good time to do something inside. Oohs and Ahs were expressed often at the beautiful and sometimes fabulous, expensive, large, yachts, or sleek race boats, toys of the "Millionaires Row" on the St. Lawrence. After finding a local restaurant for lunch, we took the car ferry across the river to Wolfe Island, drove the 9 miles across the island, then took a much larger ferry to Kingston, ON. There, we visited Fort Henry, a vital post during the war of 1812. We then headed NW on the 401 and crossed into NY via the bridge system. That even-

ing, we had dinner at the historic "Thousand Islands Inn" in Clayton. This is where the very 1<sup>st</sup> Thousand Island dressing was created and served to MR. Boldt, one evening. He named it 1000 Island after that area and started serving it at the Waldorf Astoria where he was the manager.

Tue. After a nice breakfast, we were on our way again to Uncle Sam Boat Tours, when we heard the tragic news coming out of New York City. We, like the rest of the world were stunned. We proceeded to a restaurant we had eaten at on Sun., to watch in horror, all that had transpired. We took our tour of the 1000 Island area, which was very scenic and thrilling to see, but one felt a deep sense of loss and sadness for the people of NY. No beautiful site could overcome such a tragedy. We returned to the floating restaurant for dinner and again watched the news in silence, next to a young man from NJ. who had flown out that morning on an earlier flight than those carrying the terrorists. He was visibly shaken and upset at the near miss to his own life.

Wed. we were up early for the drive home, not knowing what we might encounter at the borders we needed to cross. The bridge crossings from NY to Canada went well, with only a slight delay for cars, but trucks were not faring so well. They were all being detained and even had their cargo unloaded in some cases.

The drive across Canada went smoothly, until we were 24 miles from the Blue Water Bridge at Port Huron. There, all cars were diverted off of 403 onto local roads, but the trucks were stopped there in a 24-mile backup. John was immediately on his cell phone to his brothers (the Denyer Travel Agency). While other cars had to go back roads into Sarnia, we were directed to go to the ferry crossing at Sombra. A phone call had told John that there was no wait there and it was true. We crossed within 15 minutes and were on our way home, feeling great joy to be in Michigan, safely. It was a great trip, one we will never forget for many reasons. Sept. 11<sup>th</sup>, 2001 and the wonderful time we had with good friends in the Motor Cities Gruppe. ←



From the Continuing Series Inspired by Bill Rohrer to Just Dig In There and Do It Yourself.

Dick Beecher Presents:

## Starter and Solenoid

R&R&R&R&R&R&R&R&R&R&R&R&R&R&R&R&R

**M**y cabriolet was converted to 12 volts and while the lights are great and the starter turns over quickly, the drive slams into the ring gear with great force. Occasionally, only when there's an audience, the starter drive tries to engage at a worn spot on the ring gear with a loud noise that is very annoying.

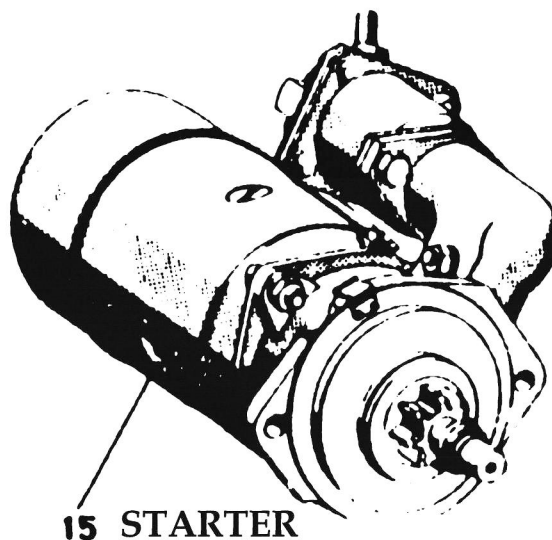
So, when the article appeared in the Nov/Dec issue of the Registry (page 14) regarding 12 volt solenoids it sounded like a solution to what was causing damage to my ring gear. The Jan/Feb issue contained more information about the installation of a starter relay to reduce the current to the ignition switch. With this technical information at hand I ordered a relay kit from Rocky Mountain Motor Works and using the part # provided, went to my local Murray's auto parts to obtain a solenoid.

The clerk at Murray's had recently completed his training at the "Surly Counterman" school. Providing the part # for cross-referencing caused the clerk to have to shift from his position of leaning on the counter and tap the computer a couple of times and say "Nope, don't have

any of those." I suggested that the part he was looking for might be for a 1965 Porsche 911. Now leaning over slightly further he taps the computer about five times to determine that there is no listing for a 1965 "Porsh." Thanking him for his trouble I left, remembering there was a small foreign auto parts store down the street. Flint Foreign Auto Parts doesn't look very high tech, however the courteous and helpful counterman immediately found a cross-reference to Bosch number 0331.302.040.734 which they had to order, but had the next morning.

The relay kit arrived which I modified as indicated in the Registry article and with the new solenoid in hand I would now perform the simple installation. I had replaced a starter before and recalled that it was not too difficult but there were some parts of the procedure that were kind of a hassle. I also recalled seeing Vic Skirmants replace a starter at last years vintage races in Waterford in the time it took the grid to assemble and start to enter the track, about ten minutes; maybe less.

Now, I won't go into great detail on



15 STARTER



starter R&R as I am sure that most of you have done this, however the following are some tips. I jack up the car, place two sturdy jack stands underneath the torsion tubes, place two ramps under the rear wheels and place the raised jack under one of the jack points as a triple back up. I am not comfortable laying underneath a car. Buy or borrow the special wrench with the magnetic socket to hold the upper starter bolt (not required if you have a helper). Buy a 17mm box end wrench with a ratchet head for the top starter bolt located behind the fan shroud. Wear a long sleeve shirt with the cuff taped around the right wrist so you will not shred the skin on your right arm when you reach over the transmission to place the wrench on the upper bolt. Of course you disconnect the battery before doing anything.

With the starter off the car I removed the solenoid, it may be necessary to use an impact driver to remove the large screws. Before installation of the 12 volt unit I note that the slot on the tab on the end of the plunger which fits into the starter drive lever is longer. This can't be a problem. I now reinstall the starter with the relay kit and 12 volt solenoid installed.

**Opposite Page:** The culprit. Looks innocent enough but don't tell that to Mr. Beecher

**This Page:** The car.  
How could a 356 that looks this nice give it's owner this much grief?



This is the first R&R!

When the ignition is activated, the drive does not slam in as it did before, however the drive did not seem to disengage for a couple of seconds making a rattling noise.

Not good.

I now perform the first part of the second R&R. An inspection of the six and twelve volt solenoids indicated a slight difference in the actuating tab as well as the plunger portion being slightly longer. We decided that the slot was too long causing the drive not to be pulled back. The slot was then welded and filed to exactly match the six volt unit. The starter was reinstalled.

When the starter was engaged the drive now seemed to bind and would not engage the ring gear. Could it be that something in the electrical relay kit was causing the problem? I disconnected the relay and tried it again.

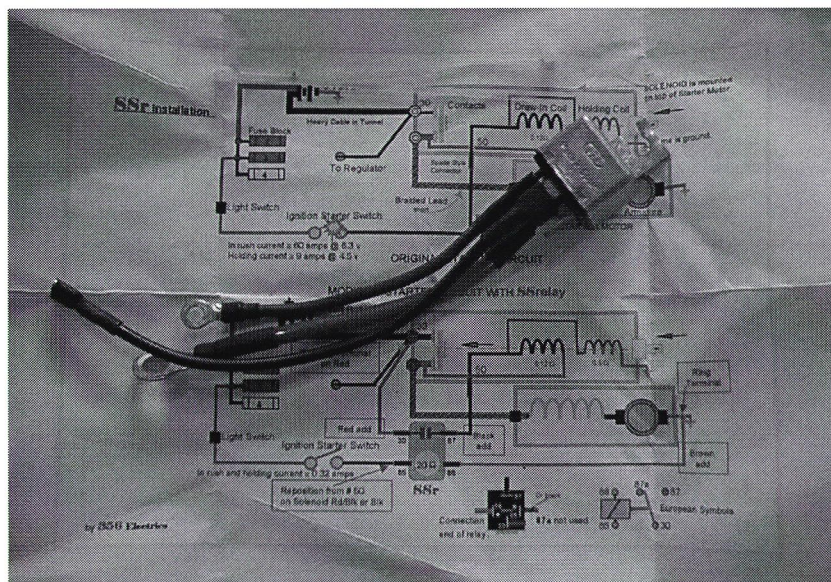
No change.

I now perform the first part of the third R&R. To seek assistance I called Gordon Maltby who had written the solenoid installation article in the Registry. He advised me that he did not have that problem but a Registry member had e-mailed to say that he had to modify the solenoid by switching the plunger from a six volt unit. Without boring you with the details, we destroyed the new Bosch unit trying to disassemble it. These parts are not made to be serviced.

Before performing the last part of the third R&R, I decided to order a third solenoid from Car Quest with the part number from Maltby's note. The Car Quest unit appeared to be the same configuration as the Bosch unit so I did not purchase it. I then installed the original six volt solenoid on the starter and reinstalled it back on the car without the relay kit to make certain that I had not missed something. It operated as originally.

Not wanting to give up, I accessed the "356 Talk" website and requested technical advice. On the first day Diane informed me that





**One of the starter relays Mr. Beecher was installing.  
Available locally from Bill Block at [blocklab@aol.com](mailto:blocklab@aol.com)**

we had 56 emails, none of which from anyone she knows. These messages were mostly relative to the significance of the numbers 3-5-6, the terrible problem of off-gassing from vinyl in cars which causes film to accumulate on the windows and what a bad guy Bruce Anderson is because he suggested that a 911 may be a better driver than a 356.

Some people should get a life.

The only technical advice I got was from Al Zimm who told me not to worry about it, that the six volt unit would last forever. I then quickly removed myself from the talk list till I had more time to review the drivelt that is included with the too infrequent good information.

Now I was back to where I started, and decided to leave the six volt solenoid as I had ordered ones from Auto Zone and Car Quest, with all

being the same as the Bosch unit that didn't work. I'll just reinstall the relay kit with the starter in the car notching the bracket for the relay, backing out the starter end bolt as suggested in the Jan/Feb Registry article. I could not get a screw-

driver in the end bolt to loosen it.

I now perform the first part of the fourth R&R.

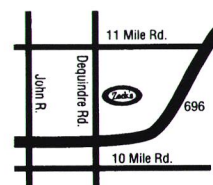
I remove the starter to re-install the relay kit. I am now getting very good at this. My R&R time is down to about twenty-five minutes. I even affixed a small nut to the head of the upper starter bolt with JB Weld so I do not have to use the special magnetic wrench. I can go to my tool box and take all of the necessary tools for this job with me under the car all at one time. I am starter R&R certified.

The starter now works fine electrically, still slams the drive into the ring gear and I have given up for the time being.

Maybe I'll try it again someday when I pull the engine out to have the flywheel ring gear replaced. ←

## Motor Cities Gruppe Social Dinners

The location for the Gruppe social dinners has changed. We are now holding them at Zack's Steak House, 26620 Dequindre Road in Warren. The menu is much more diverse than our previous choice, and the prices are extremely reasonable. Don't be afraid to attend fearing that a business or Board meeting will break out; that's not the case. This is a casual, fun evening to swap stories, parts, etc. See the calendar on page 5 for dates and times. See you there!





Californians are spoiled. At least Southern Californians are. Even 356ers, maybe especially 356ers. Why you may ask? Well, please let me explain. During most of June, July and August and even into September they don't drive their 356's much. Not alot of get-togethers, outings or what have you. Why not? Simple, IT'S TOO HOT AND HUMID! ( wah, wah, wah).

It's so obvious to me that these folks don't know what hot or humid is. They have never experienced Mid-Ohio heat and humidity, let alone the thunderstorms. So instead of driving their cars when it's oh, say, 82 degrees with 30% humidity, they complain. They schedule events for November, December and into January, when it's 'cold'.

'Cold' by the way, is also a relative term here. In fact I've discovered that a typical Southern Californians' tolerance for temperature change is extremely limited. About 6 degrees I figure. With an average

## A Note From Our West Coast Correspondent, Mr. Jack Hagerty

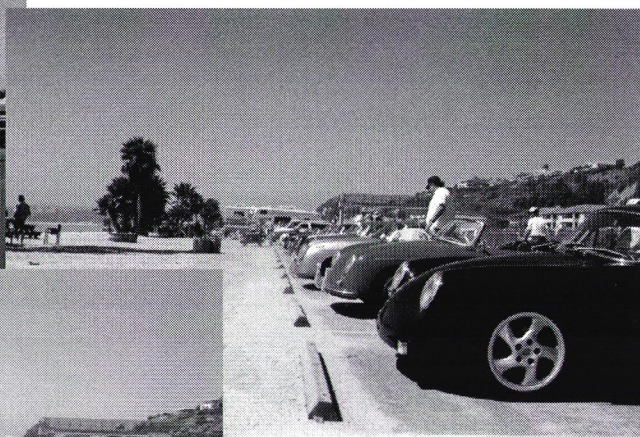
annual daily temperature of 70.8 what this boils down to is anything over about 76 degrees is too hot and at less than 64 degrees, oh baby, break out the long-johns and parkas. Spoiled aren't they? ( we haven't gotten to that point ... yet)

On September 15th, several hearty souls did brave the weather for a picnic at Doheny State Beach. Among others we met noted 356 photographer Hal

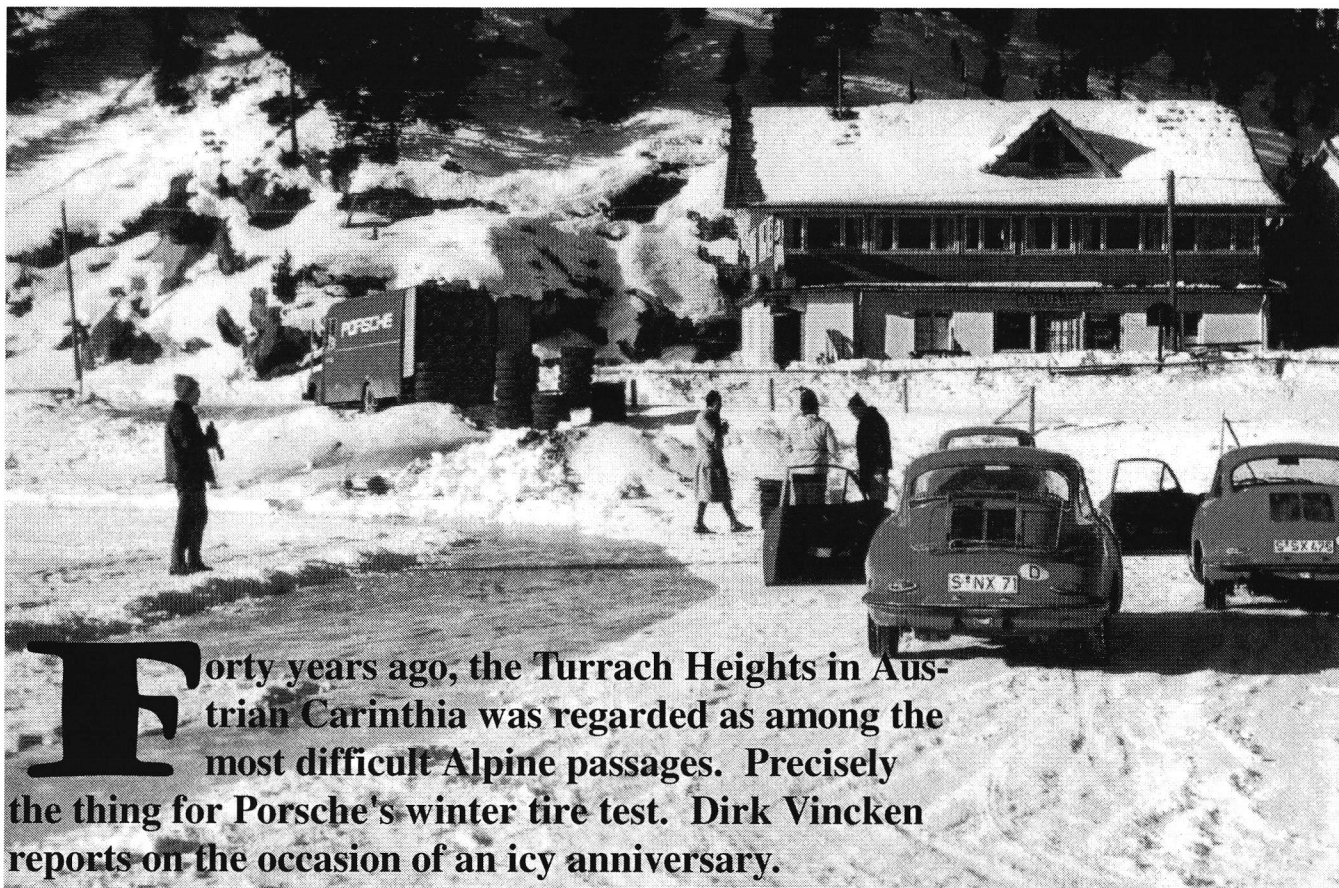
Thoms, who forgot his camera and asked us to take a few photos. It was a pleasant and cordial 'initial' experience, but we really miss the Mid-West friendship and fun of the Motor Cities Gruppe. We're currently planning to make the 'Palms to Pines' run in, are you ready for this, late November. It's a nice run from the desert in Palm Springs up into the mountains near Big Bear. We hope to see Frank & Rita Malik who have moved to Indio, CA, a nice 2 hour drive from us.

Until then, we hope all is well with all of you.

Jack







**F**orty years ago, the Turrach Heights in Austrian Carinthia was regarded as among the most difficult Alpine passages. Precisely the thing for Porsche's winter tire test. Dirk Vincken reports on the occasion of an icy anniversary.

It was supposedly a year like any other yet in one respect it was unique. For some, 1961 was historic, and for others only a snapshot out of the past. Today, in 2001, half a lifetime and exactly forty years later, many things have changed. What remain are the memories.

There are no dearth of these from the year of 1961: John F. Kennedy became the youngest elected President of the United States-only to die in the streets of Dallas less than three years later. In August the Berlin Wall traced an ugly scar through Berlin and a fresh wound through the hearts of Germans. A fad called "the Twist" had kids swiveling their hips and left adults shaking their heads. Rock 'n' Roll celebrated one of its high points; the list of hits and stars at the beginning of the swinging sixties-with miniskirts, Woodstock, and the Rolling Stones still a long way off-today reads like a *Who's Who* of pop music.

Five thousand marks (\$1,250) was the price of a VW Beetle, a four-room apartment would run you ninety marks (\$22.50) a month, and for a black-and-white television you shelled out the astronomical sum of 1, 300 marks (\$ 325). To drive a Porsche, a 356 B, was the dream of many enthusiasts. In its mightiest incarnation, it boasted ninety horsepower-miniscule from today's perspective, yet at the

time more than enough to set your pulse racing. The course was now set for the legend from Stuttgart-Zuffenhausen and its journey into the future...

In 1961 things were changing for a small village on the border between the Austrian states of Carinthia and Styria. For on an icy January day in that year, three Porsche 356 Bs and a prototype of the Super 90 pulled into town. The gear they carried was scanty: knobby winter tires, a clock, and a wooden crossbar. The *high-tech* equipment was

From  
Christophorus





limited to a level and a spring scale, the former for ascertaining road gradients and the latter for measuring traction.

Most important, however, was the group's single-minded determination. They weren't just passing through; this was their destination-Turrach. These men from Stuttgart became long-term guests, soon gaining the status of honored friends of the town as Porsche crews began showing up on a yearly basis.

In time the village-as well as the frozen lakes in the surrounding district and the mountain pass called Turracher Höhe (1,763 meters [5,784 feet] high, with a thirty-two Percent grade at its base) was transformed into a world-class tiretesting ground. Knowing what a determining influence winter tires would have on the handling of their sportscars, Porsche experts strove tirelessly to perfect their testing methods. The equipment became more professional, the number of tire sets steadily increased, as did the various Porsche models on which they were tested and as did motor performance, which demanded ever more sophisticated tire treads and rubber compounds. And it was these very treads and compounds that the testing itself would generate on those annual junkets to Turrach. It had never been the practice among manufacturers to recommend tires for their vehicles based on test results, but after establishment of the Turrach tire lab all this would change.

Before 1961 most cars huffed and puffed their way up mountain passes. The "Turrach" was regarded as the most daunting traverse in the eastern Alps. It was constantly traveled and was both narrow and crammed with tight curves-an adventure with an uncertain outcome and not without risk. He who drove this route drove it slowly and with care.

The Porsche engineers sped things up; the citizens of Turrach learned to admire their ingenuity. Turrach children, on their way to school, would proudly walk alongside the testers on their way to work, or accompany them back to the Pension Zirbenhof, the original digs of the first test pilots Bott, Köfler, Kopp, and Linge. By the end of the 1970s, the crew had moved to the Schloss-hotel Seewirt.

And it is here, in January 2001, forty years after the first Porsche left its tire tracks-in the Turrach snow, that a lavish commemoration would take place. Porsche staged the

event in the great hall of this family-owned hotel, which in the meantime has become internationally famous. The couple that runs the hotel, Richard and Elke Prodingner (along with organizing genius Dieter Röscheisen), invited to the anniversary celebration all those who had at one time or another served on the project.

In front of more than a hundred invited guests, and with music composed especially for the occasion (Nikolaus Kalita's *Ode to the 911*), the keynote speaker utters words of warm gratitude: "Even in the computer age," begins Dr. Jorgen Rappen, leader of Porsche's tire-testing section, "you are unable to simulate a well-prepared snowy street on a computer screen." Well prepared? In order that the parameters of the testing be maintained at a consistent level, every year the local forestry commission prepares the roadways to meet specifications, and "with the same level of meticulousness and exactitude that the Porsche teams bring to their testing," adds Rappen. He compliments the officials and the citizens of the region by taking note of "the outstanding conditions here." He personally thanks Prince Karl Johannes zu Schwarzenberg, who has permitted test-runs on his private roads through the forest.

Röscheisen then takes center stage and intro-

duces the individual testers to the public. They are old men now, but their memories are so lively that everyone in the hall listens raptly. There is much talk of snow chains bursting due to sheer engine power or of vehicles breaking through melting ice and sinking to the bottom of a lake-test results of an unexpected kind.

Among the listeners is Walter Röhrl, world champion rally driver from 1980 to 1982 and today a Porsche representative; also the racing driver Hans Herrmann, now seventy-two, whose 1970 Le Mans win in his final run remains unforgettable.

Declarations of friendship from the mayor and the president of the chamber of commerce stress the empathy that binds the Porsche people and the Turrach citizenry. This evening, it is patently displayed through a gift from Porsche: a check for over DM 20,000 (\$9,200), enabling the construction of a ski slope that will be open to all children of the community free of charge. Then each of the invited guests is presented with an illustrated book, *Forty Years of Porsche Testing on the Turrach Heights*, authored by master-of-ceremonies Röscheisen. It will be a long evening yet, with more reminiscing about those legendary winter tires, during which the ice on the windows of the Porsches parked outside grows thicker and thicker-real Turrach testing conditions...

The next morning, the Carinthian sky is steel blue. Monika Röhrl passes a cookie to her Walter, who sits behind the wheel of a bright red 911 Carrera 4. A snack for the ride to the top. But how about one for his copilot? On the passenger side sits one of those volunteers who have always wanted to know what a tire test in the snow is like. And after a rapid ascent of the Turrach to the turnabout-the actual workplace of the Porsche testers-does he ever know. Winter tire tests and rally racing are two disciplines that make for a perfect blend in this rarified atmosphere-and have done so for the past forty years. ←

---

**Opposite page top:** Frozen in time, the iced-over Turrach Lake in 1961.

Note the T-5 cars with the twin grills, the different exhaust placement on each car and the euro-spec bumpers without bumperettes.

**Opposite page bottom:** Lofty Goals: Porsche Mechanic Martin Kopp was a member of the first test crews.

**This page:** A T-5 "B" visiting the test site on the fortieth anniversary.

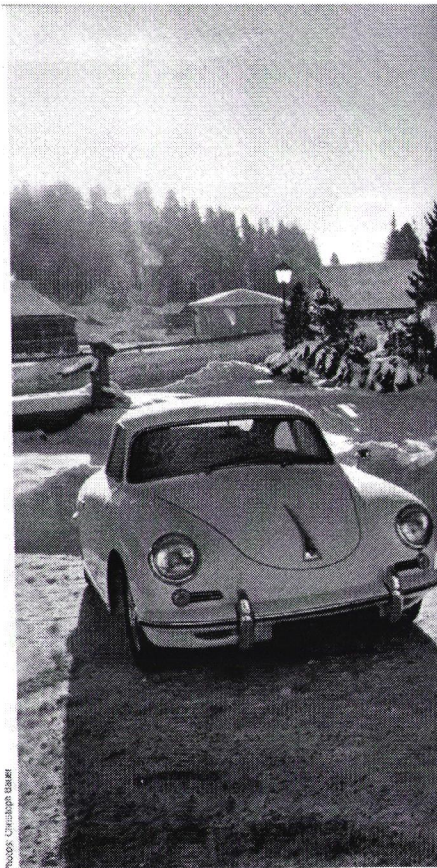
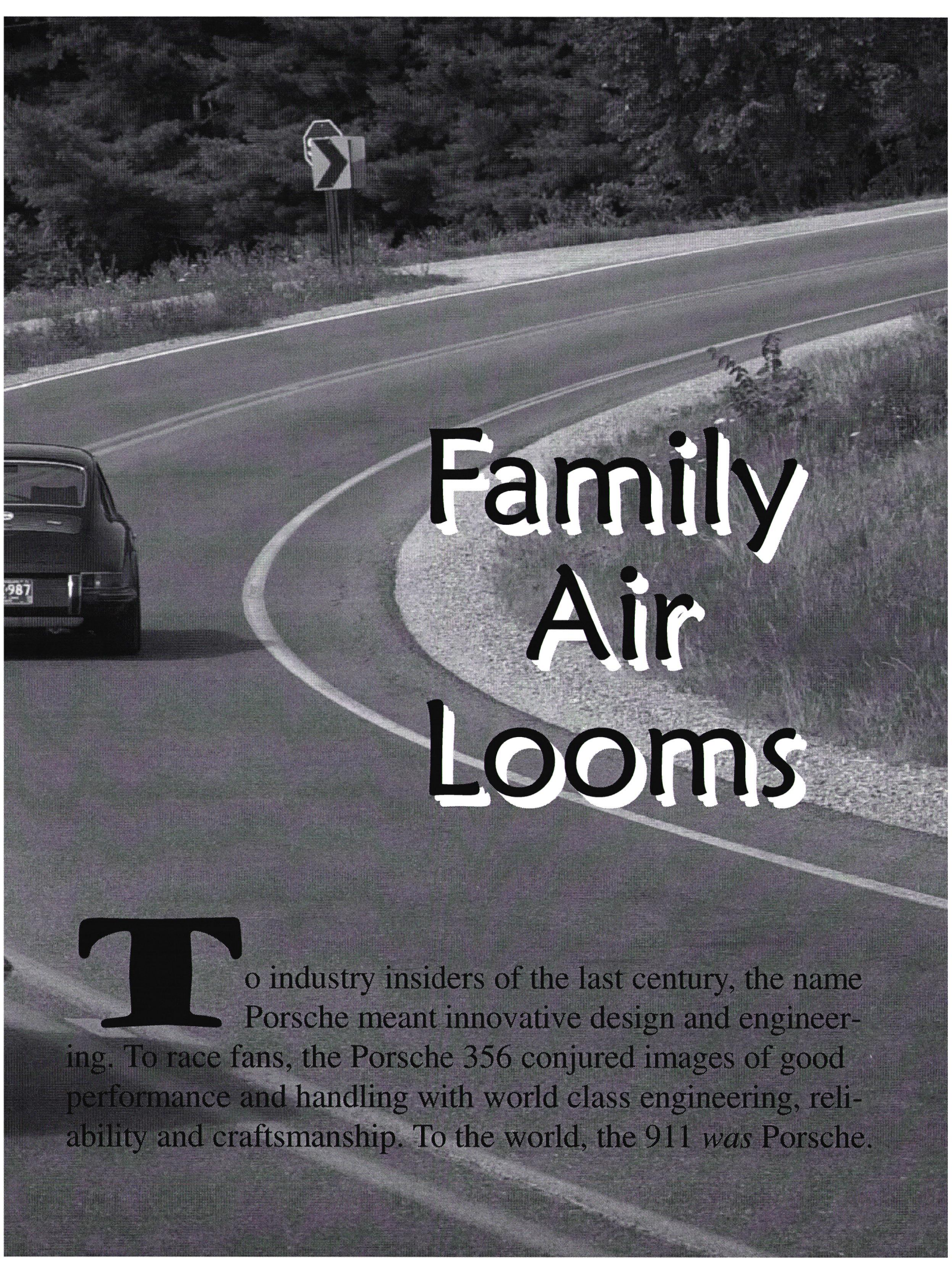


PHOTO: CHRISTOPH BÄUER







A black and white photograph of a winding road. In the lower-left corner, the rear of a dark-colored car is visible, with a license plate that reads '987'. The road curves to the right, marked by a white line. In the upper-left background, a road sign with a right-pointing arrow is visible. The surrounding area is filled with dense trees and foliage.

# Family Air Looms

**T**o industry insiders of the last century, the name Porsche meant innovative design and engineering. To race fans, the Porsche 356 conjured images of good performance and handling with world class engineering, reliability and craftsmanship. To the world, the 911 *was* Porsche.



A large part of the world's population can tell you that a 911 is a "Porsch." 0.01% of those people would know what a 356 is, and an even smaller fraction of them would know that Porsche really started as a Stuttgart based independent automotive design and engineering firm in 1931, a service they continue to provide today.

Porsche began production of the 356 in prototype form in their wartime home of Gmünd, Austria in 1948. About 50 hand built cars were produced in '48 and '49 and then production moved to Stuttgart in 1950. 14 years later, the most refined of the 356 line emerged from Werkes One in the form of the "C" and "SC" cars, built in 1964 and 1965 model years.

1965 saw the end of 356 production and the beginning of the eagerly awaited 901 (the 901's name was quickly changed to "911" as Peugeot owned the rights to number any car with a "0" in the middle). By then, Porsche was well respected as an automobile manufacturer and Porsche's finest engineers and designers created the 911 by tapping into their great wealth of knowledge and experience.

That said, is it a hands down, slam dunk of an argument that the 911 is a "better" car because it came after the 356? We could argue for hours and never even get past a common definition of "better." True, the 911 introduced Porsche to the entire world, pushing it past engineers and race car types and on to regular guys like your neighbor with the Ford LTD. But it was the 356 that got them there. And it did it with a grace and elegance seldom seen in the fickle world of sports cars.

Ironically, most Porsche enthusiasts and PCA members were less than thrilled when the 911 debuted. "A real Porsche has 4 cylinders!" they shouted in defiance. The higher cost didn't excite them either. I heard Bill Block once mention that the 912 actually kept up the sales pace with the 911 during the first few years of production. They obviously weren't kidding when they talked about Porsche and four cylinders.

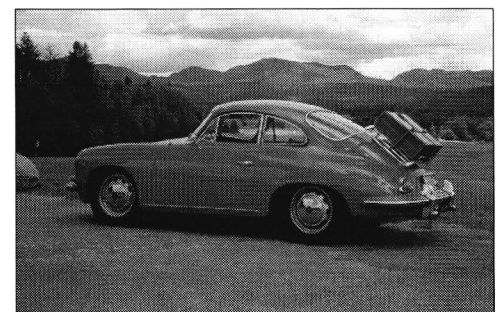
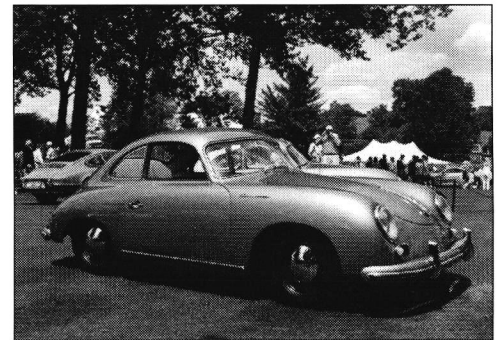
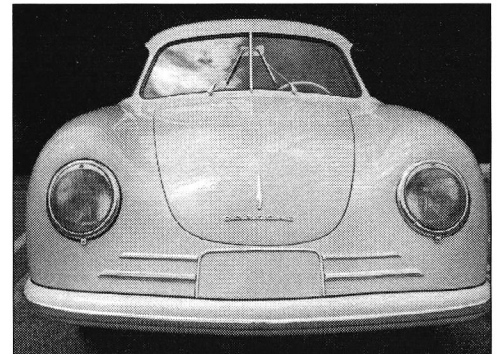
The earliest 356s started out based on the humble VW Beetle, and it showed. Despite numerous racing victories both in class and overall, it took five or six years of production in Stuttgart before the cars could be deemed "all Porsche" with the introduction of the 356 "A". Up until that point, the company with limited funds made do with their intimate knowledge of the VW setup and their relationship with the VW factory. In spite of the early 356s being VW based, they were quite impressive for their time. Build quality and reliability were outstanding and fanciers of the early 356s in the 1950's were as rabid as they are today. The earlier 356s are also widely regarded as the best looking of the cars.

The introduction of the 356 "B" in 1960 and the "C" in 1963 showed the world that Porsche was fully capable of building good performing, tough and reliable cars that were as much at home on the open road as they were being driven daily on city streets. Quite a feat for a "sports car".

The 911, which the company began developing as early as 1959, started production in model year 1965 and had teething problems of a different kind. Nobody liked change and that was especially true for Porsche buffs of the 1960's. The 911 was Porsche's first all new road car since the late 1940's, and it had to be good enough to not only attract new customers who wanted more engine performance than the 356 could give, but had to satisfy the true Porsche fanatics that had been driving them for years.

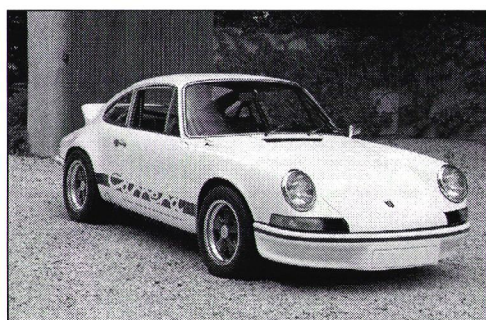
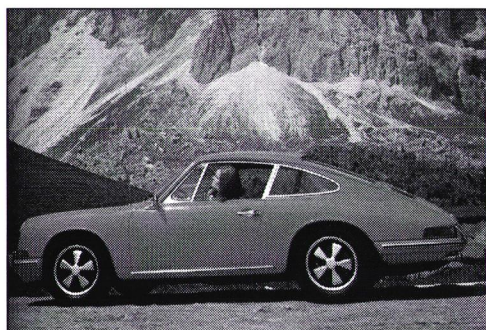
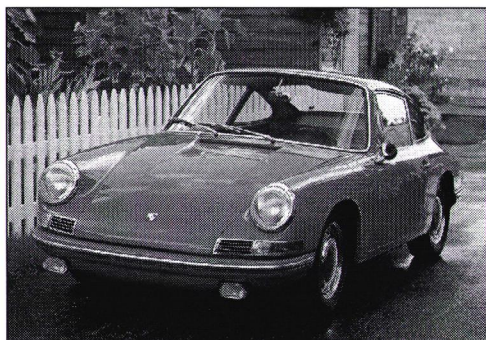
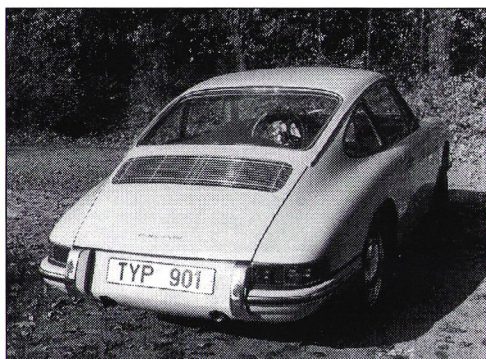
The first 911s were a bit heavy and underpowered as well as being quite expensive. Many 356 owners were less than thrilled with the styling as they deemed it to be too slab sided (can anyone say 9-9-6?). More customers than anticipated opted for the much less expensive but not much slower 912 that was fitted with a detuned 356 "SC" engine. Development of the 911 was rapid, however, and by 1969 and be-

## 356 Evolution 1948-1965





# Early 911 Evolution 1965-1973



yond it was considered to be a class leader.

Where does all of this fit in and what does it mean to you, dear Auspuff reader? Well, let me introduce to you two very active 356 Registry/ Motor Cities Gruppe/PCA/ SEM Region members. Who are Brothers. Who are somewhat competitive with each other. *Somewhat*. Who have owned many Porsches over many years. Nice ones. And they know their cars inside and out. Meet John and Dennis Denyer, Porsche fanatics to the Nth degree.

Now, we are all familiar with a chasm that exists in some peoples minds between 356s and 911s. Not just as cars but also as social circles. Hey, our club is exclusive to 356s, right? And it is no surprise that the PCA naturally caters to 911 owners, as more 911s have been built than any other Porsche. That said, we are not here to prove which one is better or even which one is better for you. This is not a competition, it is a comparison. Last Issue I ran an article from a 1972 *Road and Track* comparing a 356 to Karman Ghia and luckily received no hate mail. This Issue we are comparing our beloved four bangers to the big bad 911. We do this because these are the two cars our 356s are most compared to by people at gas stations, co-workers, neighbors and strangers ("my uncle had a 'Carma Gia'" or-"these are cool but I'd love to have a Slant Nose Turbo 911 Convertible wide-body.....lowered with a big whale tail").

So we enlisted the help of two of the routin'est-tootin'est Porsche cowpokes on the planet (at least Southeast Michigan), John and Dennis Denyer, to saddle up their steeds and let 'em run. Both have owned their share of impressive 911s and 356s, and their current stable does not disappoint. With the help of Bill Rohrer and his open topped 911 Targa, Gottfried Hough captured John's extra clean Ruby Red 1964 SC and Dennis' beautiful Aubergine 1972 911T on the move. We chose these particular cars to compare because the later 356 C/SC represented the most refined models in the line while

the '72/'73 2.4 liter 911s were the best developed of what's known as the "early" 911. Starting in 1974 the 911s became heavier, more comfortable, somewhat better handling and were really no longer considered a "sports car", but a nice GT touring car. "Gold Chain required for ownership after 1973" according to Doc Block.

What we are here to do, then, is to get actual owners opinions of the strengths and weaknesses of the best of the 356 and early 911 cars.

## Ergonomics

Dennis begins with his assessment of the 911: "The two cars are surprisingly similar and you get a comfortable feeling when switching from one to another. True, there is more room in the 911, particularly in the 1969 & later models with the 2"+ longer wheelbase. All of the controls are easily within reach and the instrumentation is directly in front of you. And you get a lot more information from the 911 with the oil temp & pressure gauge, oil level indicator and the clock directly in front of the driver. The seats are very similar between the two cars, both lacking much support for large drivers. Headroom seems to be improved in the 911 but this is surprising, given the more aero look of the 911 coupe. Maybe the seats just sag more in the 911".

John had this to say regarding the 356: "The ergonomics of the early 356s suffered, although they are a much more beautiful car on the inside than the later cars. With the later B's and C's the



Dennis, left and John, right





maneuvers harking back to the fact that much of the 356's development came from testing the famed road courses in Europe. Speedometer, tachometer, fuel level, a clock, oil temperature and pressure readings were standard equipment. A fresh air blower and a gasoline heater were optional. One could also get headrests, a power sunroof, fog lights, chrome wheels and a luggage rack as added equipment. Fitted luggage, a nose bra, sport style exhaust and a wood steering wheel could also be had. If you drove a cabriolet you could even get a removable hardtop; a limited number of these tops even had power sunroofs.

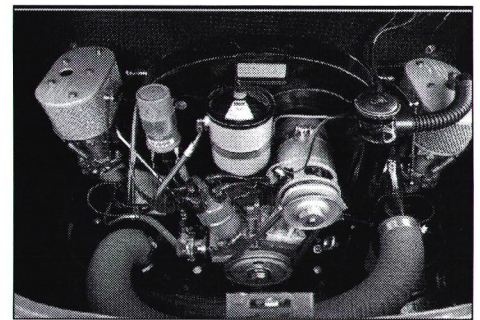
### **Power & Performance**

Dennis on his 911: "As you would expect, the 911 is an improvement over the 356 with greater displacement, more horsepower and a more

ventilation to the passenger compartment was greatly improved with vent windows and dash mounted fresh air controls that directed fresh air either to the footwell or the defrost vents. The seating position is similar to the 911, but the addition of armrests made the late Bs and Cs more comfortable than before. And that steering wheel! When you first sit in a 356 the steering wheel looks sooo big; maybe too big. Once you start driving the car you realize why it is that size: leverage. The steering is not at all heavy and this is mostly due to the size of the wheel. The most striking thing you encounter when entering a 911 after driving a 356 is the distance between the driver and the windshield. In a 356 in a normal seating

position, you could easily reach out and touch the windshield, not so on a 911".

Headroom is excellent for what appears to be such a small car because the center of gravity is very low. You really sit down low in these cars. It gives you a feeling that you are a part of the car; that you are wearing it. Everything inside the car is within easy reach, save for the emergency brake which located quite awkwardly under the dash and to the left. One thing that always amazed me is that up until the "C" model there were actually dashboard switches where the driver had to reach through the steering wheel spokes to grab! The pedals are set up perfectly for heel-toe



**356 "SC" engine with Solex carbs produced 95 hp DIN. This car is equipped with a European heating system**

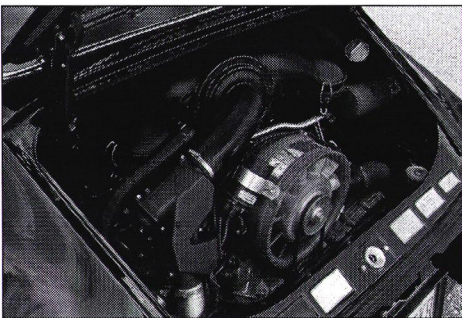




easily revving engine. The addition of a 5th gear made for more performance by enabling Porsche to change the gearing. A 5 speed transmission would have been a good addition for the 356 but Porsche chose to wait for the 911.”

“The 911T with its 6 cylinder power pulls well throughout the power range while the 356 needs revs to extract the power. Fuel mileage, while never a big concern with Porsches, seems to show an advantage with the 911, but again, its probably more a factor of gearing and the benefit of not working the powerplant as hard.”

“Because the brakes on the earliest 911 were the same as the 356C models, the added weight of the 911 didn't help the stopping ability. In fact, in 1963, '64 and '65, the Porsche 356's were admired for their superior braking.”



**2.4 liter 911T engine put out 130 hp. Oil filler in the engine compartment means this is an engine from a 1973 model**



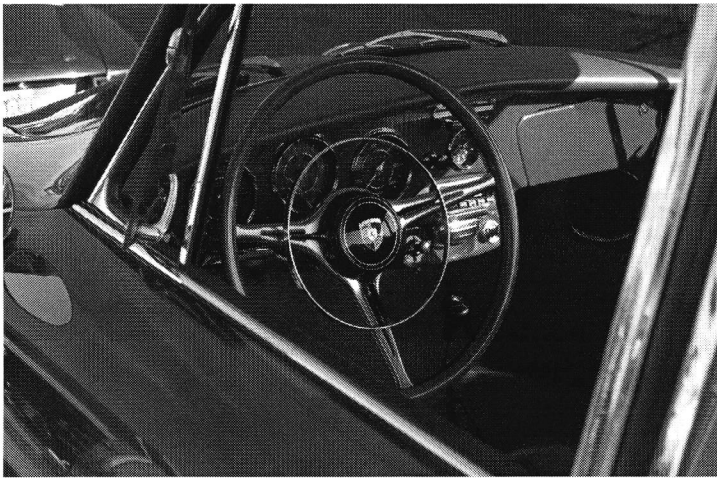
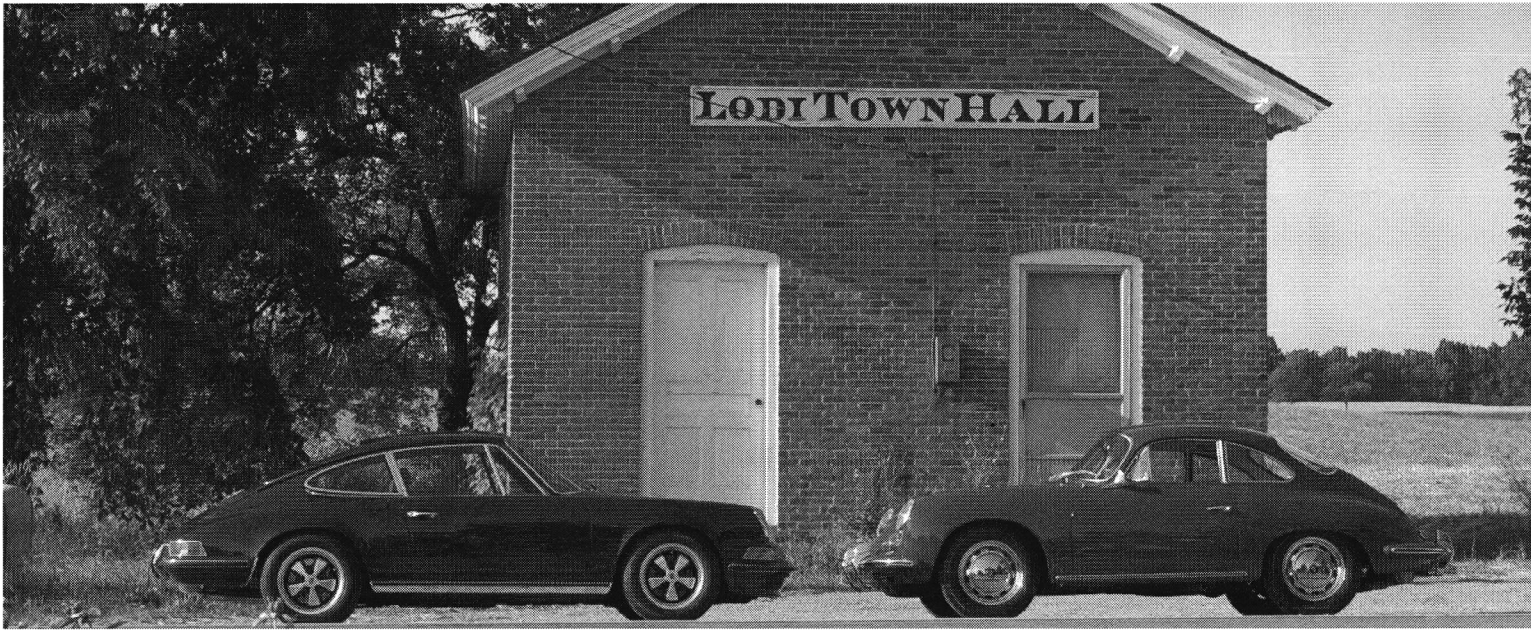
As the 911 progressed, however, the brakes got much better and by the 70's Porsches were once again recognized for their superior stopping power. As the braking system progressed, so did the engine displacement and power. Model years 1965 to 1968 had 2.0 liter engines that ranged from 130 to 160 hp. Model years 1969 to 1970 saw displacement jump to 2.2 liters and horsepower ranges from 125 to 180 hp. Model years 1972 and 1973 were the 2.4 liter cars with horsepower output raised to 130 to 190 hp. Things were starting to get impressive.

John admits that, compared directly to the 911, his 356 is underpowered but is

very happy with the performance you can get from that little 4 cylinder 1600cc engine: “These engines were designed to drive at high rpm's because that's where the power is made. What may seem to some as hard driving is actually what was intended by the Porsche engineers. High revs don't hurt these things, low revs do. Putting a load on the engine under 2000 rpm starves the main journals of oil and you can even get metal to metal contact. So keep the revs up. Another thing to remember is that 356s aren't terribly heavy cars so their performance based on the displacement of the engine is pretty good. No, they won't squeal any tires but once you get going the feeling is very similar to the early 911s”.







The practice of the three tiered marketing approach that Porsche is so famous for started early in the 1950's when you could order a car with one of three engines. The list of 356 engine variations is too large to list here but they ran from 1100cc up to 1600cc with "Normal" and "Super" variations of each. By the time the "C" model arrived however, we were down to two choices besides the four cam Carrera engine. The "C" model put out a respectable 75hp while the "SC" pounded out 95hp due to a hotter cam and Solex, rather than Zenith, carbs. The "C" and the "SC" performed equally up to 4000 rpm when the cam and the carbs of the "SC" took over, getting the car to 60mph nearly two seconds faster. A

**Above Left:** Interior of a 356 "SC". The wood steering wheel and it's horn ring were accessories. Note the period look of the painted steel dashboard.

**Above Right:** '72-'73 2.4L 911 interior with cloth/leather factory sport seats. The entire look of the interior is super modern compared to the 356.

popular upgrade to the 356 is the "Big Bore" 1720cc piston and cylinders. It is a great addition to any 356 engine it is

compatible with, although we have no performance data available to us. Did you ever wonder why Porsche never went higher than the 1600cc displacement on their pushrod 356 engines? Racing. In Europe, the 1.6 liter class was very popular and very competitive. The 356 did well so why put it in competition with bigger cars? Besides, the aforementioned Carrera engine was, by then, 2 liters. Therefore, no need to offer larger than 1600cc on the higher production cars.

### Styling

Dennis gets right to the point: "Styling is a very subjective thing, some really liked the 911 when it first came out





scribing the styling of the 356: "The early 356s to me are the most beautiful. The low bumpers, the absence of vent windows and the smaller rear window add to the beauty of these cars. Most 356 enthusiasts share my opinion here but also agree that the later 356 is still a great looking car and is miles ahead on refinement".

As Dennis said, styling is quite subjective, but while the 911 is Cool! The 356 is *Cooooool*. The guy at the gas station or the kid in the car next to you will enthusiastically approve of either car, just in a different manner. Although both cars are extremely capable of both duties, this author would choose an early 911 to do some serious blasting around in while the 356 is the car of choice for some spirited cruising. Admittedly, it is a fine line between the two activities and probably a prejudice born of the styling of each car. Anyone reading this will understand, so no need to explain.

### Handling

Once again Dennis is very matter of fact: "One can easily brag about the superb handling of the 911's but how much of that handling is due to: a) bigger and better tires, b) wider wheels,

while others still preferred the 356. Myself, I like them both, but I feel that the designers did a much better job of dealing with the bumpers on the 911. Check out the profile shots of the two cars and you will see the positioning of the headlights are surprisingly similar while the windshield is laid back more on the 911. And with the more "fast-back" styling, you would expect the aerodynamics to be better for the 911. But, I recall reading that the first 356's, and particularly the Gmund Coupe, had very impressive numbers on drag. When Porsche completed their wind tunnel at Weissach, they took a Gmund Coupe from the museum and found the numbers to be better than the 911's of that era. On the 356 the aero work was done with the aid of a camera, a chase vehicle and hundreds of short pieces of yarn glued to the body. By studying the photographs they could tell, in a crude manner, how aerodynamic the bodies were. They must have liked what they saw because the 356 body itself changed very little through the end of its production".

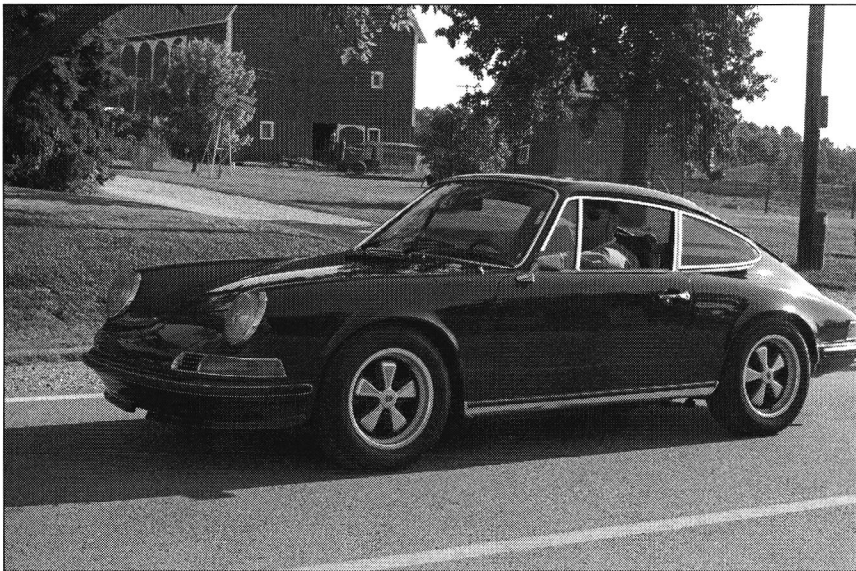
John is a bit more emotional when de-







and c) more power. The big improvement with the 911 was the elimination of the swing axle rear suspension. Ask local racers Vic Skirmants, John Chatley, and Dave Burton about the handling of their 356's and if they would like to have the 911 rear set-up on their race cars. But remember that the '65 through '68 911s with the shorter wheelbase had a downright *scary* tendency for the ass end to want to pass the front end in the turns. The drivers had to really be on their toes. Porsche engineers resorted to using dual batteries in the front and even lead weights in the front bumpers to combat the tail-happy tendencies of their newest model. It took Porsche a while to get everything right on the 911, but that was certainly done by the time the 2.4 liter cars arrived. I would have to give the nod to the 'later' early 911 over the latest 356, but the factory certainly did not have to sort out the 356 as much as they did the 911. By 1959 and the introduction of the ZF steering box (versus the VW worm and nut box), along with much better brakes, that 356 could really handle and the fun factor was quite high".



John is quite accurate of his assessment of handling in a 356: "Handling and stability of the early 356 was improved by 1958 and 1959 with the addition of the ZF steering box. That VW feel was gone forever. The ride of any 356 is exceptional for a sports car of this vintage, especially when compared to an Austin Healy, Triumph or MG. The ride was softer than the competition without affecting handling. The swing axle could make it difficult but when you got the hang of it and realized its limitations, they were quite easy to handle in the corners. A 356 in a four wheel drift at the hands of an experienced 356 pilot was not a rare sight. Huschke von Hanstein, Porsche's first race director, called it 'wischening', which literally translated means 'wiping'. The image of a 356 'wiping' around a corner is a beautiful thing. Walter Röhrl, the Porsche factory test driver and World Rally Champion said this of a 356 while driving in the 2000





Targa Tasmania: 'For me, driving begins where I steer the car with the accelerator instead of the steering wheel. Everything else is busy work'. If that's not a car that can handle, than I don't know what is."

"A camber compensator which was standard on the Super 90 and could be added to any model helped. Strangely, it was not issued as standard on any other model 356, including the "SC"'s. The 1964 and 1965 C's and SC's were as good as 356's got with the four wheel disc brakes and the 741 transmission (actually introduced in 1960) and you could really toss them around. They were the culmination of 17 years worth of engineering and race testing. For what they were and when they were built, the late 356 was truly an amazing car".

### **Reliability**

Dennis' argument for the 911 is this: "These comparisons are difficult because we are really talking about apples and oranges. We have at least 7 years of improvements on the '72 911 that clouds our thinking, but I believe that the reliability improved with the 911. You had better electrics with the 12 volt systems versus a 6 volt: an alternator rather than a generator, for example, and everything else was brought up to the 1970s state-of-the-art. There were more things to go wrong with the later 911 but still, it was very reliable. With a little bit of attention, the 356's are very reliable cars, but with a basic design dating back to the 1930's, I have to go with the 911 because Porsche was, and still is, all about improving their cars. With 7 more years of development, the '72 should be more reliable".

John, of course, defends his 356: "A properly cared for 356, even with a 6 volt system, should be as reliable as the day it left the factory, which is to say, very reliable. People drove these cars as their everyday transportation when purchased new, and that included driving across country on vacation. 356s never developed a reputation like the British cars. Sure, some of those Lucas Electrics jokes and stories may be a bit exaggerated, but where there is smoke there is fire, and there was never any smoke

with a 356".

"A 12 volt upgrade, or a car with the 12 volt factory option (there were very few non-Carrera's with this option) is certainly more desirable simply by it's inherent advantage over the 6 volt system. I believe any perceived notion of a 911 being more reliable than a 356 has more to do with the 12 volts than anything. This

is probably most telling when starting the cars. A 12 volt 356 fires up basically as fast as a fuel injected 911, and you are less likely to experience hot start problems with either 12 volt car. Even so, a 6 volt 356 with clean grounds, fresh battery, and a generator/starter/voltage regulator setup that has been properly restored is as reliable as any 36 year old car on the planet. As far as reliability of other parts of the car goes, there really is





no Achilles' heel on a 356 like on the 911. The 356 had no nagging problems like the 911 did what with broken head studs, chain tensioner failures and exploding air boxes (due to backfiring on startup), leaving one not just stranded on the road but also in the wallet. I'll take a 356 with a properly adjusted fan belt over an early 911 for reliability, thank you".

One nice thing to know about a 356 is that no matter what happens to your car, no matter how disastrous a mechanical failure is, say, a seized engine, you are only a few thousand dollars away from being back on the road. But in a 911, you are at least twice and easily three times that amount away from pushin' your Porsche again. The author knows this from experience as an engine/trans rebuild has been required on both my '65 "C" and my '80 911. The 356 was not bad but the 911 was downright painful to my savings (spending) account!

### Intangibles

Dennis sums it up this way: "Looking at it purely by the numbers, you have to go with the 911. Having said that, however, it's hard to duplicate the experience of cruising around a beautiful country road in a 356. People stop what they are doing and stare. The sound of that tough little

engine winding up behind you and the breeze blowing through the vent windows. There is nothing like it. But as I said, go by the numbers and the 911 wins."

Says John: "I've owned both 911s and 356s and I've got to admit that the 911 is certainly one of the great cars of all time, but, my heart tells me that there is something very special about the 356. The styling, the build quality, the reliability are all first class. If you want to own a classic that will not let you down, this is it. Seeing and driving one for the first time; it's something that cannot be explained, but the 356 captures you and that's it, it's all over. You've just got to have one".

"And there is more: Over the years I have attended many 356 events, from Los Angeles to South Carolina and many additional PCA events and Parades. During These travels I came to realize that these are not only car events but social events as well. You can meet a perfect stranger and talk for an hour. Instant camaraderie. The cars are an important part, but for me it's the people that I have had the opportunity to meet. People willing to share their knowledge and many times their parts stash to assist in getting a car on the road. They are

just great people that these cars seem to bring together."

### Conclusion?

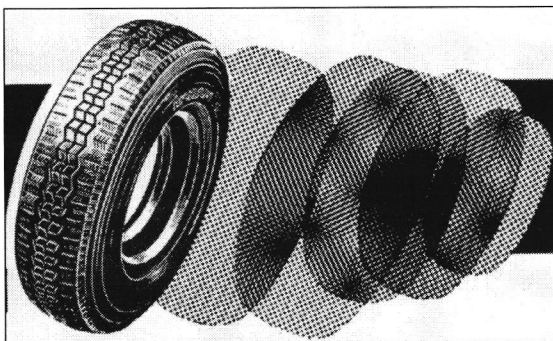
So, where does all of this lead us to? As stated earlier, this exercise was not a competition, but a comparison of two very fine cars. We wanted to know who liked what and why. Did this article change anyone's allegiance? Did it make us understand the other guy just a little bit better? Can't we all just get along? Probably not. As much as many of us would like it to change, there will always be an "us and them" feeling which is probably due to how different these two models really are from each other. What we have discovered here is that it is a personal preference (surprise!!). So go forth and do what you do and love whichever Porsche you do, as long as it is a Porsche.

And if you are lucky enough to own one of each, you may not have learned much here. But the idea of "all for one and one for all" is still not lost on some. As John Dunne may have said if asked to plead for a 356/911 unity: "No Porsche is an island entire of itself, every 356 is a part of the continent, all 911's a part of the main..."

Sebastian

I have 4 yokohama tires for sale, Yokohama A321VR 185-70-R15. approx. 1000 miles driven. Best offer over \$300.

Patrick Grace  
446 Danette Drive  
Brighton, MI 48114  
810-220-1880



# YOKOHAMA



## Automobile Restoration Courses At Washtenaw Community College

**T**hank you for this opportunity. Here is an announcement for your "Exhaust" - a sampling of some of our winter 2002 semester classes at Washtenaw Community College which might interest the Porschephiles. Classes start the week of January 14 and run through April. Cost is about \$250 for in-county, a hundred bucks more for out-county residents.

I've scheduled two sections of ABR 115 - Introduction to Automobile Restoration. I teach these. Class content is a comprehensive overview of most aspects of the hobby and industry, project organization and management, field trips to restoration shops and various service / support providers, etc; bench-top projects. More than half of class

time is reserved for projects and use of our auto service facility and equipment. The registration number for Section 1 is CRN 12789, and it is scheduled to meet Thursdays 6-10, and Saturdays 9-1. Section 2 (CRN 14599) is tentatively scheduled to meet Thursday mornings and Saturday afternoon.

Also, I'm pleased to inform your members that I've recruited an instructor who has been working on Porsches for 40 years. His name is Rod Rice. He started with Howard Cooper in the beginning, came from Air Cooled Motors, has and still is building racing engines for a "den" of racers on the West Coast, ran his own business Rod's Service, but now works for Raetec where he has been devel-

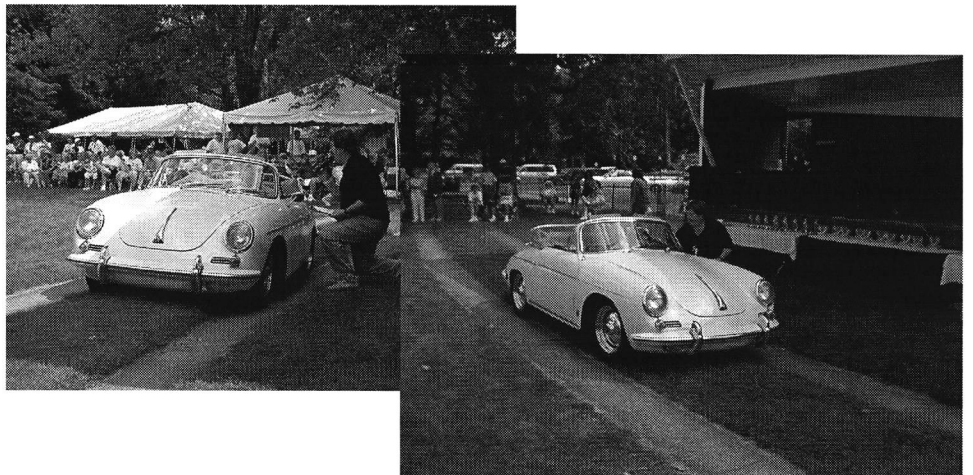
oping/maintaining Dave Finch's 944 GT2 since the mid 1980s . Rod teaches my Vintage Engine Rebuilding course, ASV 112. This course meets Monday and Wednesday evenings from 6-10 PM. And its registration number is CRN 13595.

Finally, I've gotten authorization and encouragement from WCC administration to build a comprehensive automobile restoration and hot rod fabrication program. We're in the midst of integrating this type of course content andspace/facility requirements into, but preferably next to, a large existing auto service and body repair program. This is not an easy task. In addition my program will tap into the resources in huge welding labs and machine shops to include fabrication in my program.

For an overview visit our web site at: [www.wccnet.org/autorestitution](http://www.wccnet.org/autorestitution). And I can be contacted at: [pleitner@dundee.net](mailto:pleitner@dundee.net), or 734/668-0087. Cheers, Peter

## Cars on Campus Charity Concours d'Elegance

Bill Toburen wins "Best Porsche" at this years "Cars on Campus" Concours held at the MSU campus in East Lansing. Bill's Cab beat out a 911 SC Targa, a 1966 911 owned by Bill Lovett, a 2001 Turbo, a 944 and a darn nice '65 C coupe. Way to go, Bill!





**Our web site  
has a new look!**



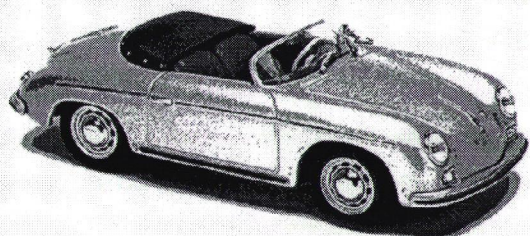
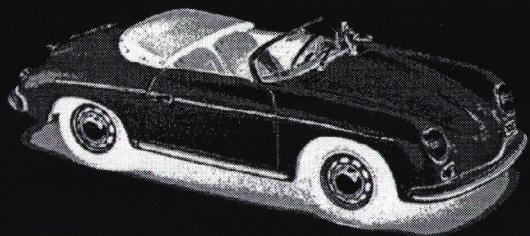
**www.stoddard.com**

Have you been there today?



**356**  
**New/Old Stock**  
**Stoddard**

Imported Cars  
38845 Mentor Ave.  
Willoughby, Ohio 44094  
440-951-1040



**Limited Quantity: Special prices!**

**546.07.827**

356 Oil filter cartridge w/Gasket  
**\$4.00**

**NLA.503.011.04**

Right-half nose panel, new reproduction  
**\$422.88**

**644.331.251.00**

Rear cover plate for rear suspension  
**\$77.80**

**616.105.305.00**

Center bearing block on rocker arm support for  
long rocker shaft, alloy stand. 356B Super, S90,  
C & SC.  
**\$20.00**

**644.611.015.10**

OEM battery cover for 356, shelf worn  
**\$35.00**

**644.612.035.07**

Cables for interior lamps. 356C Coupe  
**\$17.75**

**NLA.600.7BD**

356B supplement binder  
**\$8.00**

38845 Mentor Ave. Willoughby, Ohio 44094  
Fax: 440-946-9410

Order line: 1-800-342-1414

Toll free number not available in foreign countries.

**1-800-342-1414**



**356 Enterprises** Since 1974

Vic & Barbara Skirmants  
Complete Performance Parts & Prep



Rear Camber Regulator  
Race or Street




STODDARD IMPORTED CARS  
356 Enterprises  
Paul Joyaux  
773-528-7920  
BOSCH

Call for Catalog  
27244 Ryan Rd., • Warren, MI 48092  
810-575-9544 • Fax 810-558-3616  
skirmants@home.com




**P-D Black & Decker**

**K-D TOOLS**  
make tough jobs easy

**WISE-GRIP**

**S-K TOOLS**

WAREHOUSE DISTRIBUTORS OF HAND AND POWER TOOLS

**STUART TOOL SERVICE INC.**  
ESTABLISHED 1923

**PROTO**  
Professional Tools

**CP**  
Chicago Pneumatic  
**AIR TOOLS**

**NEIL GOLDBERG**  
MEMBER - SMR/PCA

**248-588-TOOL**

1208 E. Maple Rd.  
Troy, Michigan 48083



**vintage munks**

Working harder then ever to  
maintain the Porsche experience.



**248-335-5424**  
www.munks.com



**GERALD F. VANVLIET**  
ATTORNEY AND COUNSELOR  
TAX AND BUSINESS LAW  
WILLS AND TRUSTS  
ESTATE PLANNING

CONTACT GERALD AT:  
BANNON & ASSOCIATES V(248) 645-5585  
700 EAST MAPLE, SUITE 200 F(248) 645-6969  
BIRMINGHAM, MI 48009

**The Ding Removers, Inc.**

207 W. Ann Arbor Trail Plymouth, MI 48170

We remove parking lot, shopping cart & hail storm  
dings, etc. **WITHOUT** body or paint work.

**ASK FOR BOB (BASHAWATY)**

(734) 459-8510



MOTOR CITIES GRUPPE  
4070 BROOKVIEW COURT  
ANN ARBOR, MI 48108

**AUSPUFF ROAR**

Putting the Assurance back in Insurance.



[www.hagerty.com](http://www.hagerty.com)



Free quotes, 800.922.4050