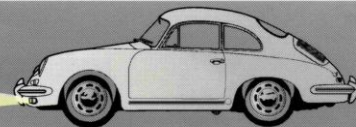


The FOGlight



The Official Newsletter of the 356 Porsche Florida Owners Group.

AUGUST

2011

President's Message

September is here, and for 356 owners, that can only mean one thing ~ it's time for Drive Your 356 Day! FOG has two fantastic events planned for you this month. The first is the East Coast 356 Drive which will take place the weekend of September 16th in Helen, Georgia. FOG, along with Tennessee Tubs, Southern Owners Group and Thunder Road Tubs are sponsoring the event which will consist of cookouts, a swap meet, Porsche themed drive-in movie, Bluegrass and Appalachian music, bonfires, and last, but not least, numerous drives on some of the best 356 roads in the nation! Registration has officially closed for this event so I hope you have already made plans to be there. For those of you unable to make the Georgia event, FOG member Gary Resnick is planning a DY356D event in Delray Beach, Florida on September 18th. Participants will be treated to a scenic drive followed by lunch at a 1960s diner. if you would like to attend contact Gary at garyr356@aol.com or (561)738-1806 by September 9th . If you are unable to make either of these events please be sure to drive your 356 on or around September 19th to honor the birthday of Ferry Porsche, the man behind the legendary 356.

Mark your calendars for October 30th and join FOG and Space Coast Region of Porsche Club of America for the annual Oktoberfest picnic and Concours at Burton Park in Cocoa, Florida. This year, Space Coast will inaugurate the Kirk Stowers Memorial Trophy for the *concours* winner in the 356 group. This has always been a popular event complete with beer, brats and a fantastic swap meet. Last year there were over 70 Porsches in attendance. Let's see how many 356s we can wrangle to compete for the Inaugural Kirk Stowers Memorial Trophy!

Planning for the Gathering of the Faithful is nearly complete thanks to our Vice President/Event Chair Mark Koorland. Registration and prices will be announced in the near future. Bob Ross is the *concours* chair this year, Lee Payne has agreed to be the registrar, Karim Rahemtulla is handling finances, and Jan Reker will once again serve as rally mistress. Many hours of hard work and planning have gone into this event, as with others, so please take a moment to thank those involved to let them know their work is not in vain.

I would like to thank all of you who braved the heat and attended the rust repair tech session at Stuttgart Super Sports. We had members drive their 356s to Clearwater from as far away as Auburndale and Sebring....now that is what I call dedication! Everyone seemed to enjoy the camaraderie, along with the snacks and beverages, and I hope some took away a bit more knowledge about rust repair. I made a promise that I will have my AC installed before the next tech session I host. (Or maybe I could have one in the winter?) Look for a full article on the tech session in the next issue of The FOGlight.

On the subject of tech sessions, Gary Resnick is orchestrating a tech session on the East Coast for some time in December. More details to follow.

In this issue you will find our annual roster of members. The roster is for members' use only, to foster intra-club communications. No commercial use is permitted, and it is not to be made available to anyone outside the club. If you have any corrections please email them to John Reker at Jreker@cfl.rr.com.

We have a goodly number of events planned for you in the upcoming months, so get out there and join the fun!

Frank



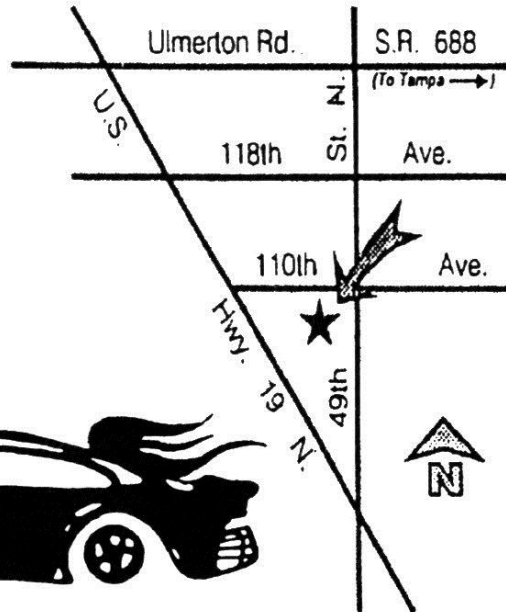
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Tub Love **Third in a Series** Bob Stia

Don't you dare call it a "TUB!" That is so demeaning.

I wasn't a Porscheophile yet, anyway. But we have to go way back to the '50s to start this story. In my teens I was a hot-rodder. I loved building up and working on the old flathead Fords. Performance, performance. You know, - headers. Edelbrock intake manifolds with dual or quad carburetors, boring, stroking, gear ratios for the tranny, the whole works. I was a member of the NHRA (National Hot Rod Association) and used to go drag racing at Linden Airport in New Jersey in some of my cars. My favorite was a '40 Ford convertible, which was just awesome. We hung out at an A&W Root Beer stand on US 17 in Paramus, NJ, where all the cool chicks and guys hung out. It was right across the highway from the roller rink.

To the west of Route 17 was a hoity toity town of Ridgewood, NJ, where the high dollar people who worked in NYC lived. To the east were just us common, low-life, normal kids. Of course the Ridgewood kids' parents would buy them brand new "hot" cars like Oldsmobile 88s and Buick Centurys; they would venture down to the root beer stand to show off their new rides to the cool chicks from the wrong side of the highway.

Of course, this led to animosity between the guys from the "wrong" side of the highway, with their beat-up jalopies, and the guys from the "right" side of the highway with their shiny new iron. The competition was on! With all of the cool chicks watching. The competition, of course, was drag racing, from a traffic light just down the highway at Century Road. And money, of course. Lots of money by those days' standards, especially from these rich kids. The "wrong side" kids had to pool their money for their favorite car. Lots of money changed hands from both sides, (50 bucks?) until one of the rich kids who had won a lot of drags against the mediocre cars whose owners thought that they were pretty good, challenged me. He didn't know me or my brother, who always hung out with me. He didn't know about the NHRA and cast scornful looks at my baby, the sweet '40 Ford convertible, in primer, with her goodies hidden away under the hood.

The deal was on. The bet was \$50. (a lot of money in those days, especially for a teen ager) I asked my brother to drive. While I could build them, he could drive them. He had the fastest clutchless shift anyone has ever seen. He was an automatic transmission before they were developed. Of course, it was no match. He won by three car lengths. That \$50 went a long ways to buying root beers and hamburgers for all of the kids, including the rich ones from the "right" side of the highway.

The cool chicks looked at me and my brother in a different, admiring way. Of course from that point on we were challenged constantly. Boy, did my brother and I make a bunch of money, and all the cool chicks. Enough money even, to build a new, better motor for the '40.

Of course it didn't take long to capture the attention of the local authorities. One Friday night, in pulled a brand new Ford Police Interceptor. A Lieutenant, Lauterback, I think was his name, got out of his car, walked up to the '40, and called out, "Whose car is this?" I gulped a couple of times, walked up to him, and said "Mine, sir." I had to present my driver's license and registration to him, which he checked out. He then said to me, "I hear you are a real hot-shot and accept challenges to drag race out on the highway." I didn't say a word. Then he said, "I've got a challenge for you. We race, from the light up to the next light and see who wins," (looking over at his brand new overhead valve Ford Interceptor) "Here are the rules, If I win I confiscate your car and your brother's and your licenses. If you win, I drive away and leave you alone, for now." It wasn't really a challenge it was kind of an ultimatum. I looked over at my brother and he shrugged his shoulders.

The Lieutenant had one of his normal patrol cars close off the highway at the starting light and another at the finish line to judge who had won, along with some of the kids to watch. They lined up at the light, and when it turned green there was a great screeching of rubber, roaring of engines, and smoke. Off they went, neck and neck, but my brother did it. He won by half a car length.

True to his word, the Lieutenant and the other patrol cars drove off and left us. But there was no celebration. My brother and I had decided our drag racing days on the highway had ended. Not only that, the drag strip at Linden Airport had closed down. So I guess my hot-rod days were over, too. But maybe there were other things out there. How did this have anything to do with Porsches and why I should describe these events of over 50 years ago? It was a very vivid and mind boggling story. You see, I loved the idea of finely built superior automobiles and wanted to be a part of that: On to the Porsche part.

While all of the above was going on I worked part time after school at a Sunoco station a few miles south of where we used to drag race, pumping gas, changing oil etc. The owner's daughter had a boyfriend who was restoring a Model A in the back of the garage. He was a few years older than I, was a mechanical engineer, and knowing my interest in high performance automobiles, would talk incessantly about the fine German Porsches. He cited all kinds of mechanical advances, statistics on performance, racing, etc.

While I still loved my hot-rods, he had piqued my interest in these Porsche automobiles. Enough interest that I started paying attention to the magazines and articles about the car that I thought I might like to own. By this time I had graduated from high school and got a good job working as a telephone repairman with New Jersey Bell for a couple of years. I was also quite busy courting my wife-to-be.



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So, I decided I could afford to buy one of these sweet little cars, and in 1957 I walked into Jenewien Motors VW dealership in Englewood New Jersey and ordered a brand new car from Max Hoffman in New York, the east coast's only Porsche importer. This was only a few months before I got married, so it was a case of now or never. I had racing on my mind.

A couple of months later, Hoffman came up with a car for me. I got what he got. It turned out to be a metallic blue 356A normal coupe. I plunked down my life savings of \$3700 and drove off. I was ecstatic and immediately fell in love with the car.

Continued next issue: Life long love. Racing and restoration.

Tell us the story of your "Tub Love."
Send yours to Rich Williams,
preferably via email attachment to
Rich356fog@earthlink.net.

Membership Report

John Reker

Please welcome these new members:

Stacie and Craig Rennick join from St. Petersburg. Stacie has a California black plate 1959 Convertible D purchased in June.

Dr. Simon Ghattas joins from Lake Worth. He is getting married the end of July and was hoping someone would supply a 356 to be part of the celebration. He eventually wants to acquire a Speedster. Contact at (561) 317-4805.

Sharon and Michael Cobb live in Tampa. She has a 1965 356 C "born and raised in Tampa Bay". Telephone (813) 839-3012.



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A black and white photograph of a row of classic Porsche cars, including a 911 and a 914, parked in a showroom. The cars are lined up against a wall that features a large "PORSCHE" logo and several framed posters. The posters include titles like "MULLER '80", "SUPER COP '87", "FLY '86", and "Le Mans '94".

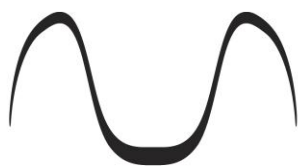
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Engine: 356,912, SN 1282780, Complete engine, exhaust to clutch. New bearings, valves, guides, rings, milled, Zero miles,. Run on engine starter stand only. \$4900 obo. Call or Email for info. Photos: joe356@yahoo.com or call Joe Veglucci at (407) 282-6130.

Wanted: Set of B Brake Drums. Glen Getchell. Drivea356@knology.net or Phone (727) 393-5559.

Coming Events

Gary Resnick is organizing two events for Southeast Coast members.

1. September 18 – DY 356 Day. Delray Beach. A drive followed by a lunch in a 1960s diner. **Contact Gary at garyr356@aol.com or 561-738-1806 by September 9 if interested.**

2. Tech Session planned some time in December – details later.

October 30: FOG is invited by the PCA Space Coast Region to its annual Oktoberfest Picnic and *Concours* on Sunday, October 30th at Burton Smith Park on SR 520 west of Cocoa. This year, SPC will inaugurate the Kirk Stowers Memorial Trophy for the concours winner in the 356 group. Last year they had over 100 people and 70 cars attend this popular event; 35 members of Florida Citrus Region travelled from Orlando and took home the top *concours* prize. Call Space Coast President David O'Neal at (407) 808-6461 with any questions

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Officers

President

Frank Hood

fhood@tampabay.rr.com

St. Petersburg, FL

Mark Koorland

Vice-President & Event Chair

koorland@stpt.usf.edu

Karim Rahemtulla

Trustee and Treasurer

(407) 622-1896

Kr32789@gmail.com

Bob Ross

Trustee

bobross517@gmail.com

Lee Payne

Trustee

leempayne@cfl.rr.com

John Reker

Secretary & Membership Chair

jreker@cfl.rr.com

1660 Joeline Court

Winter Park, FL 32789

Rich Williams

Newsletter Editor

Rich356fog@earthlink.net

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Rich Williams: 1993 – 2003

Kirk Stowers: 2003 – 2007

John Reker: 2007 – 2010

Mike Davis: 2010 - 2011



356 Nose Art

Photo by Connie Schmitt

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Drive Those Cars Contest 2011
By John Reker

Several people are opening a good lead over the peloton, but remember there are prizes for the top ten people at the end of the year. The fall promises many opportunities for clocking miles, such as the DY 356 Day event in Helen, Georgia.

Here are the results so far. Several people just got their car back on the road or have it in a shop over the summer, so the standings could change significantly. Thank you all for participating.

Glen Getchell	Seminole	5851
Mark Pribanic	Neptune Beach	5652
Gary Resnick	Boynton Beach	3976
John Knight	Atlanta, GA	3561
Mark Koorland	St. Petersburg	2401
John King	Clearwater	1759
Jack Kasmer	Sebring	1641
Bob Ross	Englewood	1210
John Reker	Winter Park	1106
Glenn Long	Dunnellon	972
Rich Williams	Sarasota	703
Dennis Brunotte	Naples	647
Ron Platt	Port St. Lucie	586
Mike Davis	Winter Park	265
John Boles	Esterro	216
Steve Clarke	Pembroke Pines	208
Bob Kiesel	Clearwater	141
Michael Motto	Cape Coral	120
Jack Cutright	Gainesville	133
Dick Weiss	Cincinnati, OH	85



Glen Getchell Puts Scrappy Through Turn Ten at Sebring

SCCA Web Photo

