

# The FOGlight



The Official Newsletter of the 356 Porsche Florida Owners Group.

APRIL 2011

## President's Message

Frank Hood

It's springtime, and I hope everyone has been enjoying the incredible 356 driving weather we have had! While we're on the topic of driving our 356s, be sure to mark your calendars for September 16-19 to celebrate "Drive Your 356 Day" in beautiful Helen, Georgia. The trustees of FOG have agreed to co-sponsor this event along with The Tennessee Tubs, The Thunder Road Tubs, and The Southern Owners Group. Quite a few FOG members have indicated they will be participating in this terrific event, so plan on packing your bags, joining the fun and meeting new friends!

The stage has been set for the 5th Annual Gathering of the Faithful, which will be held at the Terrace Hotel in downtown Lakeland. For those of you that attended the Gathering in 2008, you will recall the picturesque setting of the *concours* on Lake Mirror. If this will be your first time in Lakeland, get ready for an exceptional experience. Dates will be announced shortly.

The Right Price for Gas???

Photo by Peter Logli



FOG now has two new banners that will be revealed at future events. Each banner measures 30x30 inches and proudly displays our logo. Look for the new banners at our next event and, while you are there, consider purchasing a FOG grill badge and show your pride as a member of FOG by showcasing it on your 356. The price will be \$39 each, and they should be available in mid June.

Special thanks to Bob Ross and John Reker for a successful membership drive, which brought in several new members. Anyone who has ever been involved in an effort to bring in new members can truly appreciate the work that goes into an effective campaign. With each new member, our club and camaraderie grow, and I encourage each current member to extend a warm FOG welcome to our newest members at a future event. Help us continue to grow the club by referring friends who share the same appreciation for the cars that we love.

Our first tech session of the year was held at Eibell Performance in Clearwater. Peggy and Frank Eibell were terrific hosts and put together a great event attended by nearly 30 people and nearly the same number of 356s. We are fortunate to have a highly skilled and passionate mechanic such as Frank Eibell in our community keeping our 356s on the road and in tip-top shape.

The first few months are off to a great start with new members, events, banners and badges! Let's continue making FOG a premier club by being active members and enjoying our 356s!

Many Thanks,  
Frank

## Eibell Performance Tech Session

Mark Koorland

On Saturday, April 2, Frank Eibell hosted a tech session at his shop in Clearwater. A great group of nearly 30 FOG enthusiasts came to hear Frank. His wife, Peggy, brought refreshments, and folks arrived early to look around and talk 356s. Frank offered to put a "volunteer's" 356 up on a rack and systematically walk our group through. Jack Kasmer volunteered his Speedster, and Frank began under the engine and walked us to the front. He commented on everything from how he changes oil by dropping the oil strainer plate while leaving the drain plug in place to providing suggestions about stabilizing today's ethanol-polluted gasoline (Frank recommends a fuel additive named "Sentry" that helps to avoid water build up in the gas tank). You can learn more about "Sentry" at <http://www.sentrytreatments.com/> By the way, Frank said that Jack's speedster was in pretty good condition!

Frank has a large shop and many parts he has taken out of 356s over the years for eventual recycling. He encouraged us to look at his collection of parts, and the cars in for repairs. Many had questions for Frank, and he had clear answers for our FOG members. At about noon, many went to the nearby Quaker Steak and Lube for lunch while looking up at the Corvette Stingray body hung on the wall! Thanks again to Frank Eibell for hosting a great and well attended tech session for FOG.



Jack Kasmer's Speedster on the Eibell Lift  
Photo by Peter Logli

## Tub Love: Metamorphosis Process

Bob Ross

It goes back to 1952. I am living in a northern Detroit suburb standing with a playmate in his garage looking at his dad's car. It is an inverted bathtub called a Porsche. I look at my friend and say, "Why would anybody want to buy a car that ugly?" He just kept looking at it and said, "I don't know."

Fast Forward to 1963. I am hitch hiking home from college and get a ride from an 18 wheel trucker. I tell him I am really excited. I am on my way home to go car shopping for an Austin Healey. The guy says "good luck, you'll have problems with the Lucas electrical system." He goes on to tell me, "You ought to consider a Porsche. Those cars are so well made you can sit on an open door and nothing happens."

I make the rounds to the used car lots looking for my Healey. At one lot on Woodward Ave, a guy says, "I haven't any Austin Healeys but I have several of these Porsche coupes between \$350 and \$1100." I said, "No thanks. I want an open car. Plus I think they are ugly." He says, "ya. I can't give them away."

I go on to own '58, '60 and '65 Austin Healeys. The trucker was right, the Lucas electrical system was fraught with problems, the car had the agility of a tank, and it was hot as hell in the summer. But damn, they looked good!

The last incident that finally got me looking for a Porsche was in 1967. I was at Vandenberg AFB in Lompoc, CA on business. It was a Friday afternoon and I was on my way back to LA. Coming out of the hotel parking lot I noticed two 356 Porsches in front of me. I followed

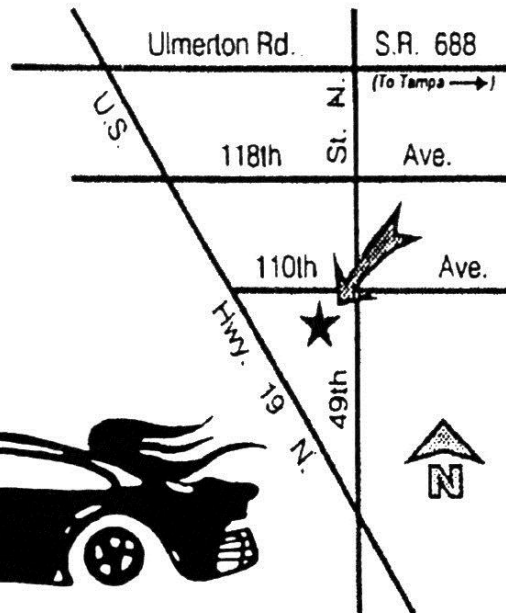
# *Eibell* Performance, Inc.

*Guaranteed Quality Service  
and Modifications on*

**PORSCHE • BMW • MERCEDES**

Free Tech Inspection

- Alignments
- Air Conditioning
- Autocross Prep



**5000 110th AVENUE NORTH  
CLEARWATER, FL 33760**

**(727) 573-0911 or 573-0930**

them out to Highway #1. The road ran from Lompoc south to Highway 101 at Gaviota, above Santa Barbara, a stretch of about 30 miles. It was a great road with lots of rolling hills, scrub oaks and tight turns. I pressed the two tubs in front of me with my '67 Impala company car. It took them less than a mile to leave me with screeching tires and fading brakes. I was impressed and HOOKED. I had to have one. It was tough to justify a third car with only two people. My school teacher wife had smoldered in the Healey and absolutely loved her '64 VW Beetle replacement. I had a company car. But I still scoured the car ads looking for the right 356.

I was transferred back to Michigan in 1968 and lost the company car. Ah, opportunity to get a 356. But in a small town in mid-Michigan 356 Porsches were not plentiful like they were in LA. Yet a work associate put me onto a friend of his who had a '60 356 B Coupe. I contacted the guy, and he invited me over to see the car. I offered him \$1K and he said he did not really want to sell the car UNLESS he could find a BMW 2002. So I started looking for a Beemer 2002 for him.

Then I get the word my Porsche guy is starting his own business and just might now be interested in selling

the car. I get back with him and offer him \$1300, and he agrees. One of the drawbacks of the 356 was the moniker some people laid on it that it was nothing more than a "glorified Volkswagen." On my way home from picking up the car I take a left-hand turn at speed and said to myself, "this ain't no glorified VW. This IS one great automobile!" And the love grows.

Michigan winters are not kind to daily drivers, no matter how much undercoating they have. 356 Porsches are no exception. I lose a drag race with a fellow work associate in his Datsun 240Z and damage the engine. Repair is done, and I come to the painful realization that I am going to ruin my love (tub) by trying to make it a daily driver. Therefore, I put an ad in *Road & Track* and sell it to a guy from Oklahoma. He flies up in January with his young son and they drive it back to Oklahoma without incident, save the heater not working well.

In 1980 I get transferred to Miami. I resume my search for a tub but I don't have garage space, resulting in a half-hearted search.



**Your  
1 Stop  
For All Your  
Porsche Needs  
- Old Or New -**

**Service & Repair Of German Cars  
Porsche • BMW • Mercedes • Audi • VW**



**GERMAN TECH, INC.**

**10881 75<sup>th</sup> St. N. • Largo, FL 33777 • (727) 547-0818 or (800) 200-1231 • info@germantech.com**



In 1986 I get transferred to Minneapolis and not only have a company car again but a 3.5 car garage. My son and I go to the annual Nord Stern 356 outing in Afton, Minnesots and ask around about the availability of any 356s for sale. They direct us to Bob Cox, who says he knows of a car and gives me the name of the owner. I contact him and he invites me over to see the car. I take it for about 2 days to have it thoroughly checked out. The car is a '65 C Coupe from New Mexico. He has stored it winters at his mother's apartment underground parking garage. The car needs TLC but is rock solid with NO rust or corrosion. He wants \$16K for it and I go back with all the things needing attention subtracting each from his asking price and end up at \$13K. He tells me \$13K is less than he paid for it. So I tuck tail and give him \$16K, and he picks up the sales tax. Best money I ever spent.

The car is still with me today and will pass to my son at some point in the future. It still tracks down the road as well as any car I have ever owned. It remains rock solid, no rattles and reliable; simplistic driving at its best. I tell people the tell-tale fact is the car only has two knobs, lights and wipers.

Ugly became beautiful!

Kirk E. Stowers  
President



2495 Jen Drive #14, Melbourne, Florida 32940

321-676-2590 • Fax: 321-751-3556

kstowers@cfl.rr.com

## Stopping Lower Engine Oil Leaks

Mark Koorland

What you will need:

- Pipe joint compound stick
- Permatex spray sealant (available at automotive parts houses)
- 2 engine oil screen gaskets
- Small ball peen hammer and larger hammer (optional)
- Inch pound torque wrench

Engine oil leaks, besides leaving a trail on the garage floor, are not something that we enjoy much. When I got my 356 B back in '06, it had just received its first oil change, and the new oil was synthetic 0-40 weight. Some say that synthetics are more likely to leak than conventional oils, but no matter what the cause, I thought there had to be a way to take care of these leak problems. On my car, two sources of leaks on the lower engine case were present. The first was from around the engine oil drain plug. Assuming that your threads are intact and not stripped, this problem should be easy to deal with (and tightening it more is a risky way to approach the problem!) I coated the last threads that would enter the threaded hole in the aluminum engine case. I wanted to keep the sealant out of the engine oil supply, so that is why I only coated the last few threads on the plug. I used a stick pipe thread sealant. Various brands can be found. At the ACE hardware store, there is a tube that is very inexpensive. I found a rather expensive tube on line at the Outback Patio Supply Company (<http://www.outbackpatio.com/ipspipestickjointcompound.aspx>), I had a very old stick of Mitee brand pipe joint

# troysport

With over thirty years of experience...

- Routine maintenance and repairs
- Engine updates/rebuilds/racing standards (engine dyno on site)
- Dual circuit master cylinder conversions
- Fabrication street/vintage (roll cages)
- Structural restoration
- Interior & exterior restoration
- Driver education/Track support
- New & used Porsche parts

Repair Restoration Racing

407-297-7733

3838 Commerce Loop, Orlando, FL 32808

www.troysport.com



compound that still worked well. I have had very good success with the stick form of pipe joint compound. I don't know how liquid forms of pipe joint compound would work. I like the stick form because I can see exactly where it is placed on the drain bolt threads .

On to the more involved engine screen plate. This plate is the one designed for the 10 studs in the bottom of the engine and associated nuts and washers. Many times these plates have been over-tightened and after many years, the metal around the holes has become distorted. Usually because of over-tightening, the area around each hole distorts upward (in the direction of the engine). To really be sure that the plate does not create leaks, it is a good idea to take the plate off the bottom of the engine , clean it well, and look at it closely. Hold the plate level and close up and see if the area around the holes is stretched upward (in the direction of the bottom of the engine). If so, then you can carefully place a ball peen hammer on the hole and hit the flat end of that hammer with another hammer to drive down the distorted metal and. A smaller hammer is easier to control. You are attempting to flatten the surface area around the holes in the plate so it will create a more even area to press against the gasket, when sandwiched up to the engine.

Next, and I would perform this operation a few hours ahead of time, use Permatex brand sealant spray and spray the two gaskets that go between the engine, the screen, and the bottom plate. This is not an original notion, and you can read about it on the Registry Technical page. Make sure the spray sealant has had a chance to dry. The gaskets should be tacky now.

Once the gaskets are prepared, put them, the screen and the plate together and hold them up to the bottom of the engine. Clean the engine opening well and make sure there is no grit on the smooth mating surfaces on any of the parts. Put the nuts on the studs, and finger tighten. I like to tighten them in two stages. First tighten all to 25 inch pound, and then all to 50 inch pounds. You will need an inch pound torque wrench for this operation. As has been mentioned elsewhere, tighten from the center of the plate outward and alternate between sides of the plate (front and back and left to right sides) . Tighten the two center nuts (front and back) and end up your tightening at the two nuts at the extreme right and left of the plate. You are trying to evenly distribute the pressure as you go. This is the same principle one uses when tightening heads on an engine after installing new head gaskets - you don't want leaks there either!

You should have no leaks on the bottom side of the engine now. Yes, all of the above takes a while, but it is enjoyable to be able to work on your own car and, because you are not in a rush to finish, hopefully, you can do a better job than somebody who has to get on to the next car. And now, no more oil drip trails in your garage or where ever you go! I do all of this while the car is on the ground. You might give yourself more room if you jack the back of the car up, but it is not actually necessary.

By the way, I sometimes get a few drops out of the road draft tube that runs down from the oil filler next to the generator out and under the car. Those few drops are not from leaking sealing surfaces. Those drops are just part of our older car technology. New cars do not have these tubes (early crankcase ventilation systems). Now,



**We are trusted by PORSCHE, and happy to serve you.**

Intercity Lines is a family owned and operated business. We have been successful for over 25 years by providing quality service, specializing in auto transport...it's all we do. We deliver directly to your home or business—by not utilizing terminals we can shorten the transit time and reduce the chance of mishap often caused in terminals. We employ only the best of drivers, they're the #1 reason

our loyal customers return—time and time again. Professional, courteous, and reliable; our drivers have over 300 combined years of auto transport experience.

Intercity provides fully enclosed transporters, liftgate loading, QUALCOMM satellite tracking, insurance coverage, and door to-door service. We deliver anywhere in the continental United States.



"America's Most Recommended Auto Transporter!"

**Please Call or E-mail for a FREE QUOTE**  
**1.800.221.3936**  
**intercitylines.com**

cars have positive crankcase ventilation that eliminates this old fashioned way to vent crankcase vapor outside.

If you see that your bottom plate for the screen filter is too distorted, you might consider buying another plate from an aftermarket company, see [http://www.mainlycustombydesign.com/engine\\_components.html](http://www.mainlycustombydesign.com/engine_components.html) The sealing surface of the plate needs to be flat, and buying a newly manufactured plate may be necessary. Newly manufactured billet aluminum plates are about \$ 80. At our recent tech session at Eibell Performance. Frank Eibell recommends taking the engine filter screen plate (there is also a magnet attached inside to trap small metal bits) off to drain the crankcase, rather than unscrewing the leak prone oil plug. Leaks can come from other places, of course, but the screen plate and the drain plug are the most common sources of engine oil leaks. Good luck!

## Gasahol Blues

Rich Williams

At the APRIL 2 Tech Session, Frank Eibell talked at some length about the evils of gasahol and how to combat them. One of the best defenses against gasahol's evil effects is to drive your car regularly. Someone asked about aviation fuel. Frank said that, apart from its very high octane (which can cause burned valves), it contains additives to prevent carburetor icing during descent. He didn't say what the effect of this was – just that it was there.

It seems that ethanol not only attracts water, which is BAD for fuel systems, but, when stored, actually turns to water. Frank's own solution is a product called Sentry, which he sells at his shop. It prevents many of the bad effects of ethanol. You can learn more about it at [www.sentrytreatments.com](http://www.sentrytreatments.com).

Bob Schmitt reports that he uses marine gas, which is 91 octane and does not contain alcohol, so if you live near a marina, that is another possibility. Bob also suggests a marine-usage additive called Valvetect. You can learn about it at: [http://www.valvtect.com/marine\\_fuels.asp](http://www.valvtect.com/marine_fuels.asp)

(941) 923-1382

## SCOTTSHOP, INC.

**AUTO REPAIR**  
**SPECIALIZING IN PORSCHE**  
**ALL MAJOR & MINOR REPAIRS**

5656 JASON LEE PLACE  
 SARASOTA, FL 34233

SCOTT KAMRATH  
 OWNER

Different · Better · Guaranteed



Different than the experience you've had. Better results. Guaranteed. That is what Renn Haus delivers to its clients. We are Porsche People.

- 35+ years of experience
- Factory scheduled maintenance
- All major & minor repair
- Computer Diagnostics
- Performance upgrades
- Alignment & suspension systems
- Wheel & tire packages
- Chassis dynamometer

www.rennhaus.com

6130 Clark Center Ave, Suite 105 - P: 941.922.3600  
1 mile west off I-75 Clark Road/Siesta Key Exit

Some old rear ends  
make us smile



## EAST COAST DY 356 DAY

### INTRODUCTION

Last week, a few of us at the Bull session were talking about how to fill the hole that resulted when the 2011 ECH fell apart. There is a small "German" town in the GA mountains named Helen. There is a great driving route out there called GA State Route 356. You can drive down 356 where you come to a small crossroads called Germany. So we came up with an out-of-the-box event, in a rustic cabin & mountain lodge setting, by a faux Alpine village town.....and the East Coast event is on. Can't think of a better way to honor Ferry Porsche's birthday with maybe 100 of his cars driving uncongested mountain roads like the ones the prototypes were tested on...to Germany on route 356 on DY 356 Day. The committee of three contacted four Southern regional clubs which, without hesitation, stepped up to work as one team to make this happen.

Please **READ this announcement in its entirety BEFORE YOU SIGN UP** to the East Coast Drive Your 356 on Route 356 to Germany on DY 356 DAY 2011, Sept 16, 17, 18, & 19.

We hope you will come to this event with the attitude of kicking back, enjoying unstructured and pick-up events, and spending time with new and old friends and our cars. It is an out-of-the-norm venue reminiscent of the early Registry gatherings.

Try not to think of the gathering in Holiday terms as far as a host hotel, scheduled events, swap meet, registration fees, expensive stuff, competitive *concours* for major awards, and VIPs with speeches at a served banquet. Think of it more as a pick-up slow pitch softball game at the neighborhood sandlot—with beer. A T-shirt from us for "I was there for the bragging rights" may be as good as it gets for a goodie bag.

Look around and ask what you can do to help, vs. asking "what is my itinerary and what will you do to serve and entertain me while I am here." Instead, offer to donate a couple sacks of ice, a few bottles of wine, a case of bottled water, or a twelve-pack to throw into the community cooler. A laid-back attitude, a friendly spirit, and not obsessing about your 356 cleanliness guarantees you a very good time!

### REGISTRATION FEE

NO FEE. That's right: \$0. This is not a Registry Holiday.

### SPONSORS & WEBSITE

None. This letter is the only way we have to get information to you. We are just a loose group of three 356 guys with an idea, working hard behind the power curve to fill the void of no East Coast Holiday this year. Through a cooperative effort of four regional clubs who immediately stepped up to help (The **Tennessee Tubs**, The **Thunder Road Tubs**, The **Southern Owners Group**, and The **Florida Owners Group**), we can at least have an East Coast 356 gathering & drive.

### LODGING

**General information.** Group rate lodging is available at Tanglewood Cabin Rentals of Helen 3387 Highway 356, Sautee, GA, 30571. We have arranged to have all 47 cabins, totaling 111 bedrooms. These rooms are available for a limited time only. More on that in the **Reservations** section. The Deer Crossing Lodge, which I have already rented, will serve as the hospitality and activity center & "banquet" area. Understand there is no daily maid service; but your cabins are well stocked with supplies for your use.

These are rustic unpretentious country cabins on country roads! The cabin area roads are packed gravel or scraped packed clay, but the tradeoff is a lot of space, beautiful views, no hassles; and we are not restricted by in-town curfews, crowds, and noise, Oktoberfest traffic and lines, nor bound by "Blue Laws". It is the best we can come up with on short notice to accommodate most of us in one place.

Facilities in town and the state parks were mostly rented already, demanding guaranteed room contracts, had restrictions on the amount of cars or activities, were making us buy beer from them (Bud Lite @ \$3.50 a bottle), or rent their security, pay to use their kitchens or grills, or would not move the regular Saturday night bingo game just for us...well, you get the idea.



## Specializing in Air-Cooled Porsche Parts

Stuttgart Super Sports  
1975 Sherwood Street, Suite D  
Clearwater, FL 33765

Frank Hood  
**727.564.7327**

Think groups when you book rooms. If you are not driving a 356 please book at a lodge or cabin down the road or in a Helen hotel or at least be with a group of guys in a cabin at Tanglewood who have their 356s.

If this is not your cup of tea, please find a place on your own in nearby Helen that suits you and drive up every day to the Lodge and join us for the events. Except for the cabin and park trails, Georgia actually has asphalt roads, so you can stay downtown, drive up to the Lodge and park on the big grass lot right off the road or tour all over northern Georgia on regular roads.

**Reservations:** The Tanglewood Cabins management has agreed to block all cabin rentals for 16, 17, 18, & 19 Sept 2011 through midnight May 15 EXCLUSIVELY for 356 group advance reservations.

You MUST book before May 15th to get our arranged discount. After the 15th of May they will release all cabins not booked by us to the general public. Book now or you will be on your own to find a place later during the busy season. So:

You must identify yourself as being with the 356 driving group to get the discounted rate and preferred booking.

View all the cabins online: <http://www.tanglewoodcabinrentals.com/index.php> The rates for each and pics and amenities (to include pet-friendly, etc.) are listed on the tabs as you bore into each cabin for information. Pick the one that best suits you or

your group and call the lodge at **1-866-634-1686** or **706-878-3286**. **You must speak with Kelly or Christy personally.**

**Rates:** There are two options for our best price:

1. Book Friday & Saturday night at the off season WINTER RATE + take an ADDITIONAL 10% off that and your cabin is FREE Sunday night!
2. Book Saturday & Sunday night at the off season WINTER RATE + take an ADDITIONAL 10% that and your cabin is FREE Monday night!

NOTE: Each cabin is responsible for cleanup fee (the fee varies and must be paid in cash) and leaving the place in good order.

**Cancellations:** Read the policy on their website and make sure you understand the charges.

### EVENT SKETCH

There are only two scheduled events: the Sunday DY356 drive & Sunday evening dinner.

Folks, this is a low bar, inexpensive, spontaneous, no-host, couple of days. There will be a message/contact/activity center at the main office from Friday on, prior to opening of the hospitality area in the big Lodge Saturday afternoon.

If you see something cool to do like a drive to the Habersham Winery or you want a good golf match, then post it on the board yourself with the details and departure time. Whoever wants to participate signs up & shows up, and you direct it, then go do it. If you want to do a carb tech session or sell books, do it....pick a time, place, provide details, announce it on the message board, set it up, conduct it, and clean up after it. Getting the idea?

For those of you requiring at least some semblance of structure, here is the general schedule for the weekend. Details will be provided as we firm things up:

**\*Thursday/Friday:** Arrival. Open a message center. No host events like golf, rafting, winery trips, horse shoes, and more activities. Informal cabin hanging out, grilling and dinners.

**\*Saturday:** Open main Lodge @ 2 P.M. for hospitality and activity area. No-host events all day. Bonfire at the fire pit at the main lodge Saturday night.

**\*Sunday:** Driver meeting @ 10AM. @ 10:30 A.M. Depart on Route 356 for DY 356 East Coast Drive to Germany and return. Grill your own dinner at main lodge @7PM Sunday.

**\*Monday/Tuesday:** Departure at leisure.

#### **ADDITIONAL INFORMATION and REMINDERS**

Remember---many of the roads and parking places are gravel or scraped hard clay, so keep the speed down and nothing will hurt the cars, but they will get dusty. Tom's low slung, wide tire Speedster drove the site roads already with no bottoming, or rock chips. Some cabins are a distance back into the woods. The management will grade & pack all roads before we arrive.

Wives and girlfriends are cordially invited to be part of this and are very welcome. Couples can enjoy many things in the area. You can order wine, snack baskets, and firewood for your cabin.

The faux German town of Helen is a hoot if you go to just enjoy and experience it for what it is, not to compare it to something else or some other place you have been. This is turning leaf season and Oktoberfest in Helen. There are a lot of small festivals in neighboring small towns going on that you can visit. Here is a link <http://www.helenga.org/> for ideas; but check the links from the Tanglewood site too. <http://www.tanglewoodcabinrentals.com/helen-attractions.php>

There are porches, grassy areas, a fire pit area & more at the main Lodge but limited chairs and rockers for outside seating. It might be good idea to bring your own folding chair.

There will be an event T-shirt...maybe a badge if we get some sponsors. They will be exclusive for real car 356 drivers and passengers for bragging rights on the route 356 adventure to Germany and Helen back. However, for our friends out West and who are just too far way to drive, bring a picture of your 356, pin it to your hat or shirt, hitch a ride on the Sunday drive, & you WILL count for a shirt as your car "made" the drive...but everyone else.... DRIVE YOUR 356!

#### **DIRECTIONS**

<http://www.tanglewoodcabinrentals.com/directions-to-helen.php>

Regards,

George Bryan, Curt Dansby, Tom McCoy...and The Southern Owners Group, The Tennessee Tubs, The Thunder Road Tubs, and The Florida Owners Group.

## **Membership Report**

John Reker

In February we undertook an initiative to increase membership. The Registry supplied us with a list of all Registry members with addresses in Florida. We then culled out current FOG members and proceeded to mail out FOG promotional material to the remaining list. All but one of the new members listed below are a result of the initiative. A number of them have already been active by attending our April Tech Session. With the addition of these members we have a new record membership of 241.

Please welcome these new members:

**Kate Allen** joins from Dunedin. She has a 1961 B Coupe 1600 Super and can be reached at (727) 482-7969.

**Michael Motto** lives in Cape Coral and owns a 1963 B Cabriolet 1600 N. Contact at (239) 574-3532.

**Jack and Margaret Wambold** join from Dunedin. They have a restored 1963 B Coupe 1600 and also a 1958 A Coupe 1600 S under restoration. Contact at (727) 736-3745.

**Harvey Cherner** resides in Palm Beach. He has a 1963 B T-6 Cabriolet 1600. He can be reached at (361) 835-1113.

**Larry and Candy Deal** join from Sanford. They have a 1965 SC Coupe 3 owner car. Contact at (407) 312-5340.

**Terry and Pam Garbig** live in Citra, Florida and have a 1960 B Roadster. They can be reached at (352) 595-5079.

**Bob and Marilyn Kisiel** join from Clearwater and have a 1965 C Coupe, 3<sup>rd</sup> owner. Contact at (727) 724-1965.

**Enrique and Irma Lopez** live in Key Biscayne and have a 1964 C Coupe. Telephone (786) 553-3733.

**Michael and Rosemary Polcari** join from Venice. They have a 1956 A Cabriolet. Contact at (941) 484-5730.

**Don Salerno and his son Michael** live in Hollywood. Don has a 1964 SC Coupe with many, many miles on it. Contact at (954) 609-5525.

**Steve and Donna Smith** join from Safety Harbor. Steve has a 1964 C Coupe that he has raced extensively. Contact at (727) 726-2040.

## Drive Those Cars Contest

John Reker

The 2011 contest is well under way, with five members now into four-digit territory. Current standings are:

Mark Pribanic	Neptune Beach	2061
John King	Clearwater	1759
Gary Resnick	Boynton Beach	1758
Mark Koorland	St. Petersburg	1616
John Knight	Atlanta, GA	1086
Jack Kasmer	Sebring	957
Bob Ross	Englewood	954
John Reker	Winter Park	951
Glenn Long	Dunnellon	622
Dennis Brunotte	Naples	356
Rich Williams	Sarasota	265
Mike H. Davis	Orlando	265
Jack Cutright	Gainesville	133
Dick Weiss	Cincinnati, OH	85
Steve Clarke	Pembroke Pines	1

## Coming Events

**May 7: Art of the Automobile Event in Daytona** - a major car show. For details see <https://mail.google.com/mail/?ui=2&ik=4835f6a254&view=att&th=12f4cbcff94542eb&attid=0.1&disp=vah&zw>

**Sept 16-19: DY 356 Day Event.** See Announcement on pages 7 - 9 of this issue. For more details see <https://mail.google.com/mail/?ui=2&ik=4835f6a254&view=att&th=12f4ba7460d9f6dd&attid=0.1&disp=vah&zw>

**Oct 7, 8, & 9: Festival of Speed, Orlando**  
<http://www.festivalspeed.com/schedule-orlando.htm>



## The FOGLight

is the official publication of the Porsche 356 Florida Owners Group (FOG). It is published in even-numbered months.

### Officers

#### President

**Frank Hood**

[fhood@tampabay.rr.com](mailto:fhood@tampabay.rr.com)

St. Petersburg, FL

#### Mark Koorland

Vice-President & Event Chair

[koorland@stpt.usf.edu](mailto:koorland@stpt.usf.edu)

#### Karim Rahemtulla

Trustee and Treasurer

(407) 622-1896

[Kr32789@gmail.com](mailto:Kr32789@gmail.com)

#### Bob Ross

Trustee

[bobross517@gmail.com](mailto:bobross517@gmail.com)

#### Lee Payne

Trustee

[leempayne@cfl.rr.com](mailto:leempayne@cfl.rr.com)

#### John Reker

Secretary & Membership Chair

[jreker@cfl.rr.com](mailto:jreker@cfl.rr.com)

1660 Joeline Court

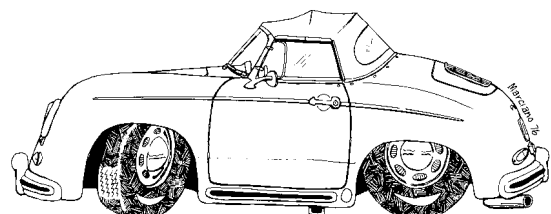
Winter Park, FL 32789

#### Rich Williams

Newsletter Editor

[Rich356fog@earthlink.net](mailto:Rich356fog@earthlink.net)

**Slipstream, inc.**  
 LEXUS PORSCHE GM  
 PROFESSIONAL MOBILE DETAILING  
 20 YEARS SERVING SARASOTA  
 ASSURED EXCELLENCE  
**Kenneth N. Smith**  
 Insured  
 941-954-0786



## CLASSIFIED

Personal classified ads are free to FOG members and members of other regional 356 clubs. Commercial classifieds: contact Mike Davis at [mhdfog@gmail.com](mailto:mhdfog@gmail.com) for ad rates.

**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.**

**912 Engine** Completely rebuilt. New bearings, rings, valves, guides, milled, clutch, exhaust, etc. Zero miles, except for engine starter stand. Serial #1282780, \$5900. Call or Email for more info. & photo (407) 462-8852, Email [joeveg356@yahoo.com](mailto:joeveg356@yahoo.com) JoeVeglucchi

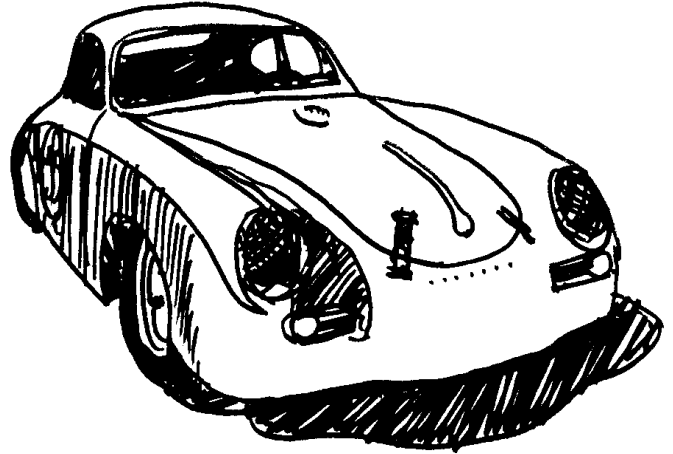


Photo by Peter Logli

***The FOGLight***  
c/o Rich Williams  
4570 47<sup>th</sup> Street  
Sarasota, FL 34235



**Which Twin Has the Toni?? Peter Logli's Home-Built Speedster Replica (l) and Jack Kasmer's '57 Speedster (r)  
And They're the Same Color!!  
Check Them Out at [www.356FOG.com](http://www.356FOG.com)**

**Photo by Peter Logli**