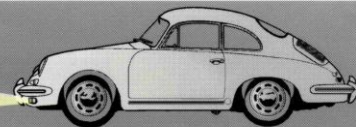


The FOGlight



The Official Newsletter of the 356 Porsche Florida Owners Group.

FEBRUARY 2011

President's Message

Frank Hood

Thank you, members and trustees, for electing me as the new president of the 356 Porsche Florida Owners Group! I know I will have some very big shoes to fill, as the past presidents have implemented unique ways to better our club. I hope to continue in their tradition. I would like to welcome Lee Payne and Bob Ross as the newest trustees. Both Lee and Bob have already stepped up to the plate and have exercised their leadership roles. Look for Lee's article on the 4th Annual GOF in this issue of *The FOGlight*. Bob, along with John Reker (AKA: FOG's go-to guy), have undertaken a membership drive with hopes of expanding FOG membership. Mark Koorlard will remain vice president in addition to serving as event chair, and Karim Rahemtulla will continue to keep the finances in order as the treasurer. With a new year and new faces leading FOG into 2011, I hope we can build on the progress and continue the FOG tradition of making membership a rewarding experience.

The 4th Annual Gathering of the Faithful in Mount Dora was our biggest to date. For the Saturday daytime festivities, we had nearly 100 FOG participants along with many casual onlookers admiring our 356s on the lawn, and the Saturday night banquet hosted 76. I would like to thank everyone who helped make this event a success: Mike and Terry Davis, John and Jan Reker (Remember: the tour mistress is ALWAYS right), Larry and Jan Marshall, our event sponsors, and most importantly the members of FOG for making it a memorable weekend. Plans are already in progress for the 5th annual GOF with hopes of it being even bigger and better than the previous. If you missed the 4th Annual GOF or have never attended one please put it on your bucket list for 2012!

Watch for an upcoming article in the Porsche *356 Registry* about our very own "Drive Those Cars" contest, which will highlight our winner Speedster Jack Kasmer. John Reker is the mastermind behind this contest, which has been a catalyst to get our cars out of the garage and onto the streets, just as Ferry designed them to be. Special thanks to John Reker for orchestrating this article.



We have two tech sessions scheduled for April 2nd. Our East Coast members can make plans to visit German Auto World in Delray Beach, and West Coast members will meet at Eibell Performance in Clearwater. Consider making a day of it and enjoy a leisurely lunch at a nearby restaurant. Although not an official FOG event, the Ultimate Driving Tour on the Blue Ridge Parkway and Tail of the Dragon will take place May 9-12. For further details, see www.ultimatedrivingtour.net. If you have not driven on these roads with your 356, you are missing a great opportunity to hit the open road and meet 356 enthusiasts from around the

**2010 Drive Those Cars Champion
Jack Kasmer**

Photo by John Reker

nation. Let's see how many Fog members we can round up to attend this great event!

2011 is off to a great start, and we hope to schedule a variety of events that will appeal to our entire membership. If you would like to plan an event or have a suggestion for one, please contact Mark Koorland. Remember - this is our club, and it's the members who make it great. Again, thank you for allowing me to be the 2011 president of the 356 Porsche Florida Owners Group. I look forward to an exciting year ahead.

Thanks,
Frank

2011 Gathering of the Faithful Mount Dora

Lee Payne

The 4th Annual Gathering of the Faithful of the Porsche 356 Florida Owners Group was held on January 14 – 16, 2011, at the Lakeside Inn in Mt. Dora, Florida. The GOF was chaired by Trustee/Event Chair (and new President) Frank Hood, who put on a wonderful event with the help of other enthusiastic supporters, some of whom I will undoubtedly forget to mention.

(941) 923-1382

SCOTTSHOP, INC.

AUTO REPAIR
SPECIALIZING IN PORSCHE
ALL MAJOR & MINOR REPAIRS

5656 JASON LEE PLACE
SARASOTA, FL 34233

SCOTT KAMRATH
OWNER

Kirk E. Stowers
President

STOWERS **356**

2495 Jen Drive #14, Melbourne, Florida 32940

321-676-2590 • Fax: 321-751-3556

kstowers@cfl.rr.com

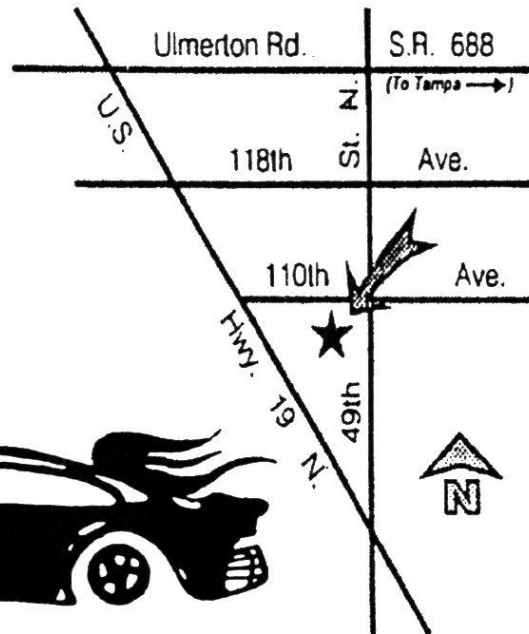
Eibell Performance, Inc.

*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

The Venue. The Lakeside Inn is listed on the National Register of Historic Places and sits on beautiful Lake Dora, enjoying majestic views from its perch on a small rise. The sunsets are magnificent from the expansive full-length porch across the front of the facility. Mark Pribanic has already put numerous pictures, including the spectacular sunsets, up on the website of the event. Many a FOG member sat in the colonial rocking chairs over the weekend, sipping a drink and taking in the views.

The main Colonial Manor of the Lakeside Inn was built circa 1883. The plumbing, however, was constructed during the Menopausal Era, with the hot and cold water, smelling slightly of rotten eggs, alternating from one extreme to the other during even the shortest of showers. And heaven help you if someone flushed a toilet in another room during your shower. You had better jump quickly out of the way, lest you singe the fringe, or worse.

All of that being said, it was a great venue and a beautiful setting. The Grand Old Lady of the Lake presented a glimpse back to simpler times. It is just that the Grand Old Lady needs some support hose. And she is apparently going to get help. The Inn was recently sold, and the new owner has indicated he is going to renovate her, and bring her back to her past glory.



Rare 356 Factory Alarm System Photo by Connie Schmitt

The People's Choice Concours. Following the eruption of a last minute swap meet, the People's Choice *Concours* was held Saturday from 10:00 a.m. to Noon on the Great Lawn of the Lakeside Inn. Larry and Jan Marshall chaired the event and did a great job, as it went off without a hitch. Perhaps the name overstates the size of the lawn a bit, but it was a beautiful setting between the lake and the Colonial Manor. We ended up with 28 Porsche 356s on display out of the 37 originally registered for the GOF. The morning was cloudy, misty, and a bit chilly for the *concours*, but the cars were beautiful, with plenty of competition in most classes. It was really difficult to make the choices we had to make, but the well-deserved results were as follows:

Total number of Cars: 28

Pre A/ A Coupes:	2
Pre A/ A Open:	8
B Coupes:	2
B Open:	4
C Coupes:	5
C Open:	4
Outlaw	3

Winners:

A Coupe

Russell Clarke & Donna Cooley 1958 Coupe
Silver/Red (#19)

A Open

John & Harriet Lovejoy 1959 Convertible D
Silver/Navy (#3)

B Coupe

Joe & Maria Veglucci 1963 Coupe
Yellow/Tan (#16)

B Open

Mark Koorland & Vivian Fueyo 1963 Cabriolet
Silver/Red (#6)

C Coupe

Bob Ross 1965 Coupe
Signal Red/Black (#18)

C Open

Mike & Terry Davis 1965 Cabriolet
Ruby Red/Black (#1)

Outlaw

Jon & Jon R (J.R.) Askins 1957 Sunroof Coupe
Black/Black (#33)

Overall People's Choice

Michael & Debbie Owen 1956 Speedster
Black/Tan (#2)

During the *Concours*, everyone was invited to participate in a tech quiz, with instructions not to "Google" the answers. Frank Hood and Renee designed this devious little ditty. Many of the questions were ones that we should really know but some of us don't – like "Who designed the body of the 356?" The overall winner of the Tech Quiz was Joyce Tone with 18 out of 20 correct. Runner-up stayed in the family with her husband Bob coming in second, first in the "Men's Division".

The Driving "Tour". The name "Jan" had much to do with the success of the FOG GOF this year, as Jan Reker was responsible for the driving tour. She admitted that she adapted it from a previous tour that was longer, but nevertheless she definitely left her mark on it. And somehow she even managed to coax the sun out for what I like to call her "Tour with an Attitude".

I think it was the word "tour" that caused our problems. Kathy and I usually do pretty well on rallies, etc. I think we've actually won only one rally since we started dating in 1973, but we always finished up in the top groups.

Not this time.

A tour implies a laid-back drive through the countryside, taking in the sights, and enjoying watching 30-plus 356's ahead of you winding through the oak-covered back roads of Central Florida.

Not this time.

As it turned out, you had to really be on your toes to follow the instructions and end up back at the Lakeside Inn for the afternoon beer bash. Since our 356 is still in the restoration stage of ownership, we had to drive the Mercedes in back of the pack. So, given the stoplights, stop signs, and traffic at the first of the tour, we quickly lost the 356s and were pretty much touring on our own – that is until everyone started coming back at us from the other direction; and making U-turns behind us and in front of us after missing instructions, street signs, and the like. First rule of rallying – never follow the other car. No problem. We were sure everyone else was confused and we were on the right track.

Not this time.

Let me say this right now. The instructions were clear and without error. Each time we made an error – and there were several – when we got straightened out, it was our fault, not the directions. We treated the tour like a tour, and carried on conversations along the way. Big mistake. The tour was designed to take us through the scenic areas and lakes around Mt. Dora, Tavares, and Eustis. Kathy and I expanded that to include Altoona and a considerable part of the Ocala National Forest when we were talking and missing turns. I am embarrassed to say it took our Garmin to get us back to Keene Road after we kept passing the same Ranger station over and over looking for it. Once again we were touring on our own.

Note to self – there is sometimes a thin line between a tour and a rally.....

The Banquet. The Saturday night banquet was superb. The food was fantastic and the desserts even better. There was a tender beef serving, and I don't know what that chicken was stuffed with, but it was wonderful. We managed to squeeze eleven people around an eight-person table – I still don't know why – perhaps something to do with the cash bar - but we had a great time. Mike Davis was presented a plaque thanking him for his service last year as President, and begging him to stay for another. A spontaneous cry of "Four More Years" erupted from the floor, but to no avail. Not really, just wishful thinking. The presentations included one by John Reker to Jack Kasmer as the winner of the Drive Those Cars Contest.

We were all grateful to George Dunn, MD, Trustee of the 356 Registry, for joining us and taking time to give us some insights from the Registry on a variety of subjects.

The Annual Meeting. The Sunday morning annual meeting was too early for being just after a cash bar and banquet the night before. I am basically a morning person, but not under those circumstances.

Our outgoing President, Mike Davis, advised us that the club's finances were in great shape – actually too good, as the object of the club is not to make money. Since the funds are mostly the members' money he said the goal is to use them for member benefits. We discussed this at the Trustee meeting later, and came to no conclusions, except to agree to discuss it again. Congress has nothing on us.

The highlight of the Annual Meeting was the presentation by Jim Johnston entitled, "Daily Driver", from his column of the same name he writes for *356 Registry*. Being a college professor from the University of Florida, and then Auburn University (How could he DO that?), he is obviously an accomplished speaker and great storyteller. His talk and accompanying slide show really had us examining our relationships with the 356, and the great memories they provide. FOG showed our appreciation by showering him with gifts, plaques, and accolades, all of which were well deserved.

What a great weekend!!

GOF Feedback

I just wanted to express my thanks to you and to the board of FOG, as well as all those who put in so much time for a successful and fun weekend with classic Porsches.

Having organized several large, world-class concours events in the past, I'm quite familiar with how much work is involved in putting on an event such as the Mount Dora gathering. Hope to see you at a future event.

With kindest regards,
Paul Eddy
(JPS Motorsports 1956 Carrera GS coupe clone, slate grey)

The Further Adventures of "Bismark" SN 105651

Tom Pletcher

As some FOG members and readers of our *Foglight* might recollect, "Bismark" is one of very few original owner cars in FOG and, for that matter, the International 356 Registry.

"Bis" celebrated his 50th in 2009 with a group of 356 friends who were introduced to "Shunpiking" on that occasion. As those of you who participated know, shunpiking is the joy of motoring on lightly travelled back roads of America, especially in PORSCHE 356s. Tom and Marilyn Pletcher hosted that formal gathering Feb. 4th, 2009, at their home in Auburndale. Since that date, Bismark has not been in the news nor has he accumulated many miles. (Herr Reker's memos notwithstanding) However, in December 2010, his odometer rolled over bagels again, and for the first time, Marilyn captured the occasion on her camera. There's more.



Bismark Does it Again Photo by Marilyn Pletcher

On that particular day 12/28/10 Tom was giving his 12 year old grandson Henry "Laddy" Pletcher, of Hanover, NH, his first driving lesson when Henry realized the odometer was starting to roll over before they would reach home for the photo "op". With a mere half mile to go, "Papa Tom" advised Henry that once they entered their gated community, probably no one would notice the car being driven backwards the last .3 of a mile to reach home. So, for the first time in 52 years, Bismark LOST mileage. There's more.

You see, in 1985, Henry's mother was 12. Tom, wanted to perpetuate an old family tradition of fathers teaching their children how to drive. At that time, they only had one vehicle in the family without a center console, or "tunnel," from which he could easily reach the brakes from the right seat if necessary. Daughter Sarah, only too eager to get a head start on the skills said "Yes". The vehicle? You guessed it: Bismark! We lived in a remote wooded area of West Michigan in those years with very light local residential traffic on well

paved two lane back roads, which offered many ideal places to begin driving only in first and second gear speeds for her initial lessons. By her third lesson, she was shifting through the first three forward gears like a veteran. She went into her teens and adulthood preferring stick shift cars until recently transitioning to an automatic (soccer mom) vehicle. So now 25 years later and in rural Florida, her 12 year old son is getting the basics of driving in the same faithful old car with the same old "geezer" Papa Tom, the instructor.

The Pletchers have all been instilled with the importance of safety and legality during their formative instructional years and had to wait until eligible to acquire licenses and excellent driving records thereafter. We're very proud of our driving skills and good driving records. So, Is it legal for a 12 year old to operate a motor vehicle on a public road? No. Would it be legal if the vehicle had dual controls and an experienced licensed instructor? Hmmm?

Fortunately, we've never experienced a problem. Tom's father was taught by his father in 1916, who taught Tom in 1946. The tradition goes on in a little old German car that continues to demonstrate the versatility that the PORSCHE family business engineered into their prototype model, the 356.

Viva 356!

Disclaimer: Neither the Florida Owners Group, its officers nor trustees, nor the publisher of the *FOGLight* endorses allowing or encouraging the operation of motor vehicles on public streets or highways by persons not of leagal age and/or proper licensing to do so.



Bismark's Latest Pilot Photo by Marilyn Pletcher

Correction

In the last issue, I thanked "Charles Branning" for his generosity in giving me a grille badge from Gatorfest '99 at St. Augustine. I was having a Senior Moment." The generous party was Michael Branning. Thanks again, Michael!!

Rich Williams

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

Finding Balance in Your Life (and your tires)

Mark Koorland

For any FOG members who have had less than satisfactory experienced when trying to get the shake rattle and shimmy out of their wheels/tires, this piece might be helpful. First, a little about tire/wheel balancing: Back in the day (the 70's), I used to work for a Goodyear Service Store, and as part of their training for office jobs, we office types had to go into the garage and learn to mount, balance, as well as sell tires. My first experience was with a bubble balancer. This was similar to a bubble in liquid that you might find on a level. You placed the tire horizontally on the balancing device (these are still available in catalogues like Harbor Freight) and the bubble in the center of the equipment was then moved by placing weights around the rim of the wheel. When the tire was balanced, the bubble aligned with cross hairs marked on the bubble window in the center of the balancer. This type of balance is termed a static balance and is rarely done except for large truck tires nowadays. There is also dynamic balance, which is now part of all modern balancing procedures. Dynamic balance is necessary to eliminate side to side wheel shake after balancing.

Just a note - when you mount tires, as many of you have seen, the worker often uses a soapy liquid called "Ruglide" to lubricate the bead of the tire so it slips over the rim easily. I once used a whole lot of that liquid, and it got inside the tire I was then going to balance. Try

balancing a tire that has a lot of liquid sloshing around on the inside. Needless to say "Experience is the best teacher!"

What came next in the evolution of tire balance was what was termed on-the-car balance. Hunter Engineering, and perhaps other companies as well, made this equipment. You may remember an electric motor was moved against the wheel that spun the wheel /tire while the worker felt or watched the fender shake and vibrate. A device that was part of the balancing equipment with movable weights inside, called a hub, was attached to the center of the wheel on the car, and the worker could move trial weights around inside the hub with two small controls. These controls, by the way, spun with the wheel. The worker touched these spinning controls to move the trial weights (various distances from the center and into various positions). When this process was done successfully, the fender vibrated the least. For the rear wheels, someone got in the car (the wheels were off the ground), started it, and spun the wheels up to speed. This system actually was very good, and would really balance the wheels, tires, and brake drum or disk as an assembly. The down side of this system was that it was easy to get injured, since you were touching the spinning Hunter hub that was clamped to the wheel. If you touched in the wrong place while the wheel was spinning at 60 plus mile per hour - well, you get the picture. Also, when you rotated your tires, the balancing had to be redone. Those systems fell into disuse as off-the-car-computer balancing became common. Just a note - back in the day, mechanics would adjust the idle of a car by watching the shake in the radio antenna. When the shake was the least, the idle mixture settings on the carb were adjusted!



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



Fast Forward almost 40 years – can it really be that long? I had a set of 4 wheels that I had sent out to be re-chromed. In order to re-chrome old wheels, the centers are cut out, the chroming takes place, and then the center of the wheel is welded back to the rim. I do not know if some wobble is introduced by the disassembly/assembly/welding process, but I had a hard time getting the wheels and brand new tires balanced. I would always get a shake at about 65 mph. Many reasons for shaking, by the way. If you feel the shake in the steering wheel, obviously the problem is related to the front wheels, brakes, bearing adjustment, etc.. Or, if you feel the shake in the seat of your pants then it is likely that the shake is coming from the rear wheels. In the case of my car, I knew the front end components were tight, the alignment was correct, the rear suspension was fine, so the shake was likely to be wheel/tire related.

Tires, even with modern production methods, can be out of round (egg shaped), can have heavy spots, can have tread patterns that may not be perfect, or can have the problem of too much run out (wobble). Typical computer balancers used in tire stores cannot address all these problems equally well. But, one machine, the Hunter Road Force 9700, in the hands of a trained operator, is the best available today. These Hunter Engineering products cost around \$10,000. So balancing may be a bit more expensive since the capital investment is much more on the part of the tire shop.

I looked for shops that had the Hunter Road Force 9700 and comparatively shopped price. Bob Lee's Tires in St. Pete had 3 Hunters, and I took my misbehaving rims and tires there. The 9700 places a heavy roller up against the tire as it is testing it. This detects tread and other

irregularities. The operator also places a probing arm against the side of the tire as it slowly spins to detect side to side wobble, known as "run out" (most manufacturers state that .030"-.045" run out is the maximum permissible). Clearly, less run out is better.

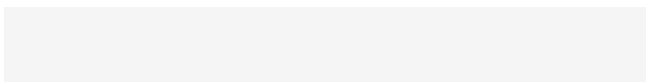
When the operator detects excessive run out of the wheel and/or of the tire, he can dismount the tire and move it around the rim to match a "high spot" with a "low spot", and thus reduce the tire/wheel wobble. Three of my tires had to be moved to achieve a run out of about .012". The least I had before adjustment was .008" on an original unmolested wheel (the spare), and the most I had was .022" on the wheels that had been cut apart and re-welded. I cannot say for sure that the wheel was completely at fault, since the tire plays a big part, but I suspect the wheel disassembly procedure did not help. I now have happy and balanced wheels and tires, and have solved an imbalance problem that is not good for our older (or any) cars. Please remember that vibration destroys metals.

I paid \$15 per balance. I brought the wheels in one at a time. If the shop removes the wheels then that is an extra charge. I called the Infiniti dealer in town and they wanted \$26 dollars a tire to balance on their Hunter 9700. I had an adapter plate (about \$69 on ebay) to permit my drum brake wheels to fit onto machines that expect to find just a small hole in the middle of the rim. For those of you who have disk brake cars-no problem, your rims will fit fine. If you decide to find a Hunter Engineering Road Force 9700 balancer, be sure to ask for an experienced operator - the personnel do make a difference.

When I worked for Goodyear, after my time in the hot and humid garage, I was pleased to be demoted back to inside the air conditioned store, but it was not nearly as interesting! Good Luck.

(Editor's Notes: I used to use a shop in Tampa that did spin balancing on the car. They told me that they could train a kid to static balance tires in a day, but that it took a fully qualified mechanic to do dynamic balancing on a car.

Before the above-referenced adaptors for "open bolt pattern" wheels became available, I solved the wheel balancer problem by buying a VW drum and 5 lug bolts (VW used bolts instead of studs and nuts.) for \$40. This is cheaper than the adaptor, but the drum is pretty heavy. Feel free to borrow mine.



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

Twin Tech Sessions April 2

Two Tech Sessions have been arranged so that one will hopefully be near you. One is in Delray Beach and the other in Clearwater:

DELRAY:

Gary Resnick has arranged the following tech session –

When: Saturday April 2 – tech session 10-12, followed by "pay on your own" group lunch at nearby restaurant.

What: Demo of valve job, oil change, how to bleed your brakes yourself.

Where: German Auto World
2165 W. Atlantic Avenue
Delray Beach, FL 33445
561-445-2820
www.germanautoworld.com

Directions: Route 95 N/S –Exit at Atlantic Ave., go west off exit – cross Congress Avenue and look on right.

Florida Turnpike N/S – Exit at Atlantic Ave. and go east (left) to Congress Avenue – Make a U turn and see shop.

Gary needs a head count for the session and for lunch. Please email garyr356@aol.com by March 30 with your planned attendance at each activity.

CLEARWATER:

This session will be held at one of our advertisers, Eibell Performance, 5000 110th Ave. North, Clearwater, FL 33760.

Arrive 9:15 to 10:15, session starts 10:30. "Pay on your own" group lunch to follow at Quaker Steak and Lube nearby. More details to follow.



Tucked in at the Lakeside Inn

Photo by Lee Payne

2010 Drive Those Cars Contest

John Reker

This is the fourth year for our Drive Those Cars contest. Another year of many miles for many people. We had over 20 people report in their miles every two months during the year to compete for one of the Top Ten prizes for most miles the whole year. The signal achievement is becoming a member of what I call the "Five Digit" club – driving over 10,000 miles. Our winner, "Speedster Jack" Kasmer, blew by that. He drove his 57 Speedster on many trips and through a fair amount of rain to rack up all the miles. Glen Getchell came very close to Five Digits. See a photo of Jack and his car on page 1.

I will be emailing everyone in late March for their miles to date, and will publish the results in the April FOGLight. In the meantime DRIVE THOSE CARS !

Here are the 2010 results. Congratulations to all ten winners.

Jack Kasmer	Sebring	11653
Glen Getchell	Seminole	9762
John Knight	Atlanta, GA	6961
Glenn Long	Dunnellon	5619
Mark Pribanic	Neptune Beach	5573
John Reker	Winter Park	5259
Mark Koorland	St. Petersburg	4846
Sid Wilde	Ft. Lauderdale	4340
John King	Clearwater	4065
Dick Weiss	Cincinnati, OH	2675

Membership Report

John Reker

Please welcome these new members:

John and Kim Stuckles join from Dover, Florida. They have a 1955 Pre-A Speedster owned for 25 years. Contact at (813) 662-2123.

Tony Collins lives in Mt. Dora and rejoins the Club. His 1965 SC Cabriolet is in restoration. Phone (352) 383-8888.

Bill and Jan Ramsey join from Mogadore, Ohio. They have a 1958 Speedster 1600 S with a significant race history. Contact at (330) 628-1913.

Michael and Maureen Heilmann live in Milford, Michigan. They have a signal red 1964 C Sunroof Coupe. Telephone (734) 347-8888.

Paul Eddy joins from Boca Grande, Florida. Paul has a 1956 A Coupe clone. Contact at (941) 964-2455.

Randy Jones from Micanopy rejoins the Club. Randy has a 1959 A Coupe owned for over 25 years. Telephone (352) 466-4478.

John and Candice Pratt hail from Atlantic Beach. They have a 1963 B Coupe 1600 S. Contact at (904) 534-8801.

Jim and Judith Johnston are from Knoxville, TN. Jim has a 1958 Speedster and a 1964 C Coupe. Jim writes the "Daily Driver" column in the Registry Magazine. He can be reached at (865) 474-9974.

Tim Lane lives in Gainesville and has a 1959 A Cabriolet 1600. Contact at (352) 316-1661.



Somewhere in Lake County

Photo by Connie Schmitt



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 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.

Wanted: 64 or 65 356 Coupe. Must be in good shape, no restoration project cars. Looking for a good driver. Any color. Please call 989-739-7546 or e-mail me at rb9pe@aol.com. Robert Pelc, Michigan

356 T6 – Parts. Many have been in my possession for 39 years: 1) rear bumper, little rust, good condition, in my attic for 39 years: \$175. 2) Tachometer and Speedometer for 356 Normal, good cosmetic condition, operating condition unknown. Good candidates for restoration: \$100/each. 3) Leitz Ski/Luggage rack. Looks good, some pitting, cleans up with a little polish: \$60. 4) T-6 Headlight switch, good condition, no knob: \$80. Note: some of these items are large (bumper) and/or difficult to pack. All shipping, if necessary, buyer's responsibility. I have more parts, so call for individual information. Pictures are available on request. Jerry Mitchell, North Palm Beach, (561) 346-6691 (cell), email: jr.mitchell@comcast.net

Wanted for a 356, Original VDM or Les Lesten wood steering wheel. Euro guages, Hella 128 fog lights and switch. Pronto Stabil or factory Aero mirrors, Euro headlights and tail lights, any vintage round fog lights,"A" horn button, "A" bumpers, vintage badges, Austrian license plate, Reutter luggage rack. Also 356 parts and project cars. Robert (727) 541-1741

63 Coupe, Red. California car with CA registration, currently located in Satellite Beach, FL. Repainted once, 4 years ago. Never wrecked, never rusty. Many of the parts not rechromed so the original excellent condition prior to the repaint would show. Dash never repainted. Original chrome rims and moon hubs - never rechromed. Original door panels and rear interior panels and seats. The fine care the car has always had is evident. The floor pan has never had any issues. Original owner's manual, original tool kit including the spare valves, even the original plaid suitcase option, which has never been used and still has the mfg. cardboard packing and the belts inside. There is also a car cover and a nose guard. Drives perfectly. Drive it anywhere. Absolutely one of the very best 356 Coupes to be found anywhere. \$64,000. Call (321) 446-2006 or email b40feather@yahoo.com to request photos. Tom G.

Restoring 64 C Cab. Need window mechanism parts for driver's door, window crank mechanism (have crank handles), wing and frame, locks for both sides and track for window. John Lovejoy jfl264@me.com (904) 608-0055.

Free!! Thirty-seven year collection of *Porsche Panorama*, and a number of old *Christophorus*. I don't know how many magazines, but they form a stack over seven feet tall. Plus, eleven old Porsche factory calendars from the '90s. FREE with the following conditions: You must pick them up, and you must take them all. No guarantees that every *Pano* issue is there (from 1973 on), but I think so. Bob Bates, 4050 SE 20th Ave., Keystone Heights, FL 32656 Contact me at rbates@dental.ufl.edu

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

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



Slipstream, inc.
PROFESSIONAL MOBILE DETAILING
20 YEARS SERVING SARASOTA
ASSURED EXCELLENCE

Kenneth N. Smith
Insured
941-954-0786

LEXUS
PORSCHE
GM



Specializing in Air-Cooled Porsche Parts

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

Frank Hood
727.564.7327

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



The FOGLight
c/o Rich Williams
4570 47th Street
Sarasota, FL 34235



Yes, Virginia, Outlaws are 356s, Too!!

Photo by Mark Pribanic

