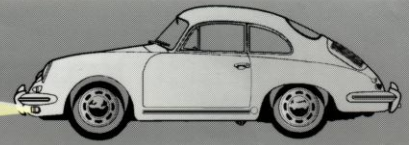


# The FOGlight



The Official Newsletter of the 356 Porsche Florida Owners Group.

## Special Brake Issue

February 2008

### President's Message

Well, last year sure went by fast. I want to thank the Trustees, Chairs, and other members who helped put on events. They are the people who make the club fun and active. Thank them whenever you get a chance.

During calendar year 2007 we had an impressive seven FOG-wide events. There were several additional events sponsored by others that many of us attended and enjoyed being with each other. A great year!

Our first 2008 event, the Gathering of the Faithful in Mt. Dora, was a huge success. We all owe Mike and Debbie Owen a hearty Thank You for the many months of planning and attention to detail that made this event so memorable. There are two articles in this issue on the event. Numerous color pictures are on our website.

The final event of the Gathering weekend was our formal Annual General Meeting. The election results were the envy of every Presidential candidate. There were 74 ballots cast, and except for one write-in candidate of a current member, it was a sweep. Mike

Owen, Glen Getchell and I will be continuing for new two year terms. All officers will be staying on in their current positions.

It is with sadness that I report the passing of Richard Hall, Sr., on December 27. Richard was elected a Trustee a year ago, and his position is therefore vacant. The current Trustees will appoint a person to fill out the remainder of his two year term. Richard was a long-time 356 enthusiast, and we will miss him.

Our Treasurer Mike Davis reported our cash position was a healthy \$6,104. However, \$4,385 of that is prepaid event fees (for Gathering), prepaid dues, and prepaid ad revenue. Adjusting for \$275 in grille badge inventory, this nets out to Members Equity (our "real" balance) of \$1994.

We have transitioned to a new Webmaster and revised website. Bob Stia pioneered our first website five years ago and kept it current with club information. We thank him for all his efforts and enthusiastic promotion of the website. Mike Davis, our new webmaster, has revised the site and written an article for this issue on the new format and features. The address is still the same: [www.356fog.com](http://www.356fog.com) Be sure to check it out.

Drive those cars - John



Photo- Terry Davis

On the Road to Mt. Dora

## Gathering of the Faithful- 2008

by Stan Pfost

In the mountains of Central Florida, there is a small, unique village named Mt. Dora, which is where the Porsche 356 Florida Owners Group met to hold their First Annual "Gathering of the Faithful". The date of the event was January 11 - 13, 2008. The 125-year-old Lakeside Inn, with its rustic charm and great lawn area for auto display overlooking the beautiful Lake Dora, was the headquarters for the event. The group has held previous one-day events there, but this was the first three-day event to be held at that venue. The weather was great for this time of the year, and suntan lotion was in order for the event.

Friday afternoon, the cars began to arrive and take their places in the designated parking areas. There were 6 groupings: Pre A/A models, open and coupe, B models, open and coupe, and C models, open and coupe. After checking in and getting situated in our rooms, we ventured out to explore the area. What a great shopping area for the ladies -- jewelry stores, art galleries, and unique shops of all kinds abound, with many great restaurants and ice cream parlors in abundance. Strolling back to the Inn and exploring the hotel grounds was a treat in itself. It was like walking back in time when President Calvin Coolidge and his wife stayed here for the summer after he came out of office. From 6 p.m. to 7:30 p.m., a superb cocktail party with an open bar was presented, sponsored by Nort Northam and the Lakeside Inn.

Saturday, more cars began to arrive, and many new acquaintances were made while setting up for the Peoples Choice *Concours*, which was held from 10 a.m. until 12 noon. It was a great event in that you could vote for your own car,

as well as someone else's, without having the pressure of *concours* judging.

There were 6 plaques for the 6 classes and 1 plaque for best of show. The total was 25 356's. The winners were announced at the buffet dinner that evening. From 12 noon until 2 p.m., we were on our own for lunch, and then the driving tour began...

The driving tour got underway at 2:15 p.m. Jan Reker, who set it up, was bound and determined to make it a fun event, and it was to last for 90 minutes of driving through scenic Lake County, with all the lakes and a few "mountains" thrown in for good measure. Twenty three cars went on the tour, and there were no complaints heard. The weather was great and so were the bakery goods that were at a stop half way through. Upon returning to the great lawn and arranging the cars, most retired to rest and clean up before going to the cocktail party at 6 p.m., again with an open bar, sponsored by FOG.

The Dinner/Awards presentation was in a private room in the hotel and was a buffet that is a feature of the hotel. It was great! After dinner, the awards were presented by our event chairman and Vice President, Mike Owen, and by our President, John Reker. Bob Dewey from Melbourne won honors for being the original owner of his 1958 speedster. Bob was nice enough to share his story of the purchase and all the things he went through in half a century of owning and maintaining of the car.

*Continued on next page.*



Photo- Terry Davis

The Concours Was Truly Elegant

## Gathering

*Continued from Previous Page*

The awards were then presented by Mike Owen, and beautiful plaques were given. The recipients were:

<b>A Coupe</b>	Don Morton	56	Beige coupe
<b>A Open</b>	Mike and Debbie Owen	56	Black Speedster
<b>B Coupe</b>	Harry Bopp	62	Slate Gray Carrera 2
<b>B Open</b>	Stan and Lura Pfof	60	Black Roadster
<b>C Coupe</b>	Mike and Terry Davis	64	Black SC Coupe
<b>C Open</b>	Mike and Terry Davis	65	Ruby Red Cabriolet

**People's Choice** Harry Bopp 62 Slate Gray Carrera 2

A new feature for this type of weekend was a technical quiz authored by John Reker. We received it when we registered and had to turn it in before the Tour. The award winners were also given plaques at the dinner. They were:

<b>Ladies</b>	First Place	Lauren Fizer
	Second Place	Kathy Mancini
<b>Men</b>	First Place	Rich Williams
	Second Place	Glen Getchell

This is a great event, and I hope it becomes an annual one, because the accommodations, the food, the friendship and warmth of those that attended, along with the number and quality of the cars were great. Mike and Debbie Owen and John and Jan Reker are to be congratulated for the outstanding job and the amount of elbow grease that was expended to make this meet have the quality that was accomplished.

## The FOGLight's New Look

by Rich Williams

At their meeting during the Rawson Tour, the Trustees decided that it was time to upgrade the printing of *the FOGLight*. In the December issue, we experimented with a heavier weight, coated paper. We received lots of favorable comments on that issue, but the weight of the paper, combined with last year's postal rate increase, made it too expensive to use regularly. That issue cost over \$2 a copy to print and mail. With some of our issues running 20 pages, we needed to find a more economical solution. In this issue, we are trying another paper, and as I write this, I don't know how successful it will be. We have gone to a two-column format and smaller margins to get more words on a page. Please give us your feedback.

We hope to submit the next issue to the printer electronically.

This issue contains two technical articles, both, coincidentally, dealing with brakes. I'm pleased to see our members sharing their experiences and expertise. Many members, especially the younger ones, have not been driving 356s for multiple decades, and what may seem old hat to an experienced owner may be a revelation to a newer member. In the next issue, I'll tell you how I solved, with a lot of help, an electrical problem that left me by the side of the road three times. If you have a repair experience you'd like to share, write it up and send it to the *FOGLight*. It doesn't need to be elegantly written. That's what editors are for. What's important is your knowledge and your willingness to share it.



Photo- Connie Schmitt

The Start of the Driving Tour

## 2008 Florida Owners Group "The Gathering of the Faithful" Mount Dora, Florida By Mark Pribanic

I was fortunate to receive approval from my wife, McCall, to drive our 1958 Coupe to Mount Dora this past Saturday. You see, McCall and I are expecting our first child, a baby girl, within the next 4 weeks. I was surprised at the last minute Friday night and encouraged by her to stay Saturday night for the dinner and awards banquet.

"The Gathering of the Faithful" event and annual meeting was hosted by The Florida Owners Group (FOG). The event's focus spanned the early years of Porsche production from 1948 to 1965. The host event site was the award-winning historic Lakeside Inn, opened in 1883 and situated on a hill overlooking Lake Dora. If you have never been to Mount Dora or stayed at the Lakeside Inn, I highly recommend taking a weekend to do so. Oh, and don't forget to drive the Porsche. There are some great two lane roads to explore. The 356's were placed on the gentle lawn sloping toward the lake and faced up the hill towards the spacious wrap-around verandah. Some of my most relaxing moments of the weekend were spent sitting in one of the many rocking chairs overlooking the Porsches and the lake, enjoying the sunset.

Saturday was busy and included a swap meet, tech quiz, people's choice *concours*, a road tour, and an awards banquet. There were 25 356's on the lawn for the *concours*, not a bad turnout, considering the foreboding forecast of thunderstorms. All in all, we estimate 70-75 F.O.G. members attended

Saturday. If my mind serves me correctly, there were 4 highly desirable speedsters, 1 Convertible D, 3 'A' coupes, 1 Roadster, 3 B Cabriolets, 3 B Coupes, 4 C Cabriolets, 5 C Coupes, and a rare, low production 4-cam Carrera 2 Coupe. The oldest cars in attendance were from 1956, one Coupe and one Speedster. Personally, I am a fan of the Peoples Choice format for an event. To me it is more relaxed, and the winners are chosen by their peers. It shows the amount of respect we have for the award winners' cars. I want to mention two names of people who still own their Porsche bought new from the dealer. There were two original owners present. They have owned their 356's an impressive 50+ years. The first was Bob Dewey. He bought his 1958 Speedster **at The Factory** while serving in the Air Force in Germany. The second was Tom Pletcher, who acquired his 1959 Coupe new from the dealer in Beverly Hills. Both still own their cars and both *drove* them to the event. WOW!

That afternoon 20+ 356's left the Lakeside Inn for a 53-mile tour of the central Florida hill and lake country. One of the highlights was driving to and experiencing the views from Sugarloaf Mountain. Sugarloaf Mountain is peninsular Florida's highest elevation point, 312 feet above sea level. We enjoyed many great curves and elevation changes, not overly common in peninsular Florida. Next stop was the Yalaha Bakery for some tasty genuine German breads, old world tortes, pastries and potent German bier. May I recommend the Paulaner bier? MMMmm! The tour route will be posted on the F.O.G. website ([www.356FOG.com](http://www.356FOG.com)) for others to enjoy if they are ever in the area.

Upon returning to the Lakeside Inn, everyone freshened up, changed for supper, and met on the Verandah for some good 'ole rocking chair racing. When dinner was announced, we moved to the Alexander Room and continued our conversations. Being a good Jaguar football fan, I darted back and forth between the bar and dinner to keep track of the game. Damn shame about the 2<sup>nd</sup> half. Anyway, there were several highlights during dinner. Bob Dewey, an original owner of a 1958 Speedster, shared his memories of purchasing it while stationed in Germany. Interesting enough the '58 he bought new was already his 3<sup>rd</sup> Speedster! While the awards were announced I enjoyed keeping track of how many of my personal votes fared against the eventual winners. I started 3 for 3 and ended up voting for 3 of the 6 class winners. Two 356's that stood out to me were Mike Owen's 1956 Speedster and a 1962 4-cam Carrera 2, owned by Harry Bopp. The tech quiz winners were announced next, and F.O.G. President John Reker announced the female winners first, and the male winners next. The quiz was quite challenging and mindfully tricky. Here is one of the questions:

On May 16<sup>th</sup>, 1952, Porsche was awarded a contract to design a new car for which American automaker? GM? Ford? Studebaker? Chrysler? Answer: **Studebaker**

My favorite part of supper, besides the food, was the announcement of the winners of the "Drive Those Cars" contest. The premise behind the contest was to encourage 356 owners to actually drive and enjoy their cars instead of trailering them to events, or even leaving them at home in the garage (avoiding rain, rock chips or wear and tear). The top 10 drivers were recognized. Mike Owen won with his show quality and multiple award winning black 1956 Speedster. It was a close race, and in 2<sup>nd</sup> place, Glen Getchell, was a mere 4 miles shy of Mike. Both owners enjoyed their 356's for over 6000+ miles in the 10 months of the contest. Congrats guys! As the evening came to a close I returned to the Gatsby-esque Tremains Lounge to witness a disappointing loss of the Jaguars to the undefeated New England Patriots.

As the sun rose Sunday morning, I returned to the Verandah, laptop in hand, and continued to download, resize, and post pictures of the event via the Lakeside Inn's Wifi connection. I had the pleasure of continuing conversations from the previous evening as others joined me for an early morning session on the rocking chairs. The event closed with the Annual General Meeting, discussing the past, present and future plans/ events for the F.O.G. group.

As I prepared to pack the Coupe for the 130 mile drive home, I felt the barometric air pressure change as the rain clouds moved in. Not intimidated by the impending rain I took off through downtown Mount Dora and traveled home to Jacksonville via the scenic route. I traveled the two lane roads of State Route 19, straight through the Ocala National Forest, crossed the St. Johns River in Palatka, turned NE to Saint Augustine and cruised A1A back to Neptune Beach. Despite the occasional downpours, I was "keeping the faith" (KTF a long-time 356 saying) and taking the roads less traveled.

In closing I want to thank Mike and Debbie Owen, John and Jan Reker and everyone else involved in making this event memorable.

## AIR-COOLED NIRVANA

By Karim Rahemtulla

*Irresistible!*

How could I resist? A beautiful December morning, cool and sunny – not your average Central Florida day. Add to this a great group of people sharing an affinity for a particular car, and what could be better? Apparently, I was not alone. We had the best turnout that I can remember for our little drive in the country. There were ten 356s, just about every year and model since the mid 50s was represented, escorted by two 911s. And, just two colors that were the same, my slate gray hardtop with a matching slate gray cab to keep it company.

We met at our usual rendezvous point at the Sonic on OBT (Orange Blossom Trail). The usual suspects were there early: Reker, Collins and Shirk. By the time we were ready to leave, the gathering had expanded to more than 20 people, counting spouses and significant others who knew how rare the combination of perfect weather and a perfect car was. And, to all of our delights, we had no issues at start-up.

Now, I know that WE all know where the engine is located in real Porsches, but sometimes we need to make exception for newbies to the circuit. In this case...and none of you in attendance know this...my partner at the event made quite the faux-pas, which of course I intended to keep private until she pulled a successful prank on me recently. Yes, as we pulled up to the lot, she looked over to the nice white '58 in attendance, which had its hood up as admirers checked out its impeccable storage compartment. Yes, folks, she did say it –

"Look! Everyone is checking out the engine." That really got me thinking – but we are still talking! Sometimes we need to step back and acknowledge that not everyone bears the marque of the enlightened.

The tour was short – too short. About an hour and half after we left, we arrived at our destination, The Willow Tree Café in Sanford. We drove through some back roads, not many twisties, but some beautiful scenery around Lake Monroe. With the side windows open, it could not have felt any better...unless I was sitting in that beautiful black Speedster, you know the one – it keeps winning at all the shows, depriving the rest of us of any hopes of ever building a trophy case.

The Willow Tree Café seems to have a lock on German car events – I was just there a few weeks ago at the end of the Porsche-Audi Challenge rally...and last year at the end of the same rally. If the owner does not own a Porsche, he/she needs to plow some of the profits from our regular sojourns into a nice tub, with a couple of pics on the wall just to make us feel more at home. Oh yes, as usual, the staff waited on us with...well, German precision.

I know there were TOO many of you who did not attend. We had a very large group, but it could have been much bigger. This time of the year is the absolute best time to put some miles on those cars and we have a great group who care more about their cars, and drive their cars more, than any other group in Central Florida. I say that with all sincerity. It's California weather until May – get out there and drive. Better still, get out there and drive with us. Next time you get an e-mail from Dave Shirk, or John Reker – don't think twice, just do it.



Photo- Jan Reker

Nirvana, Continued

# A FOG Brake Epidemic! (An Emergency Tech Report)

by Glen Getchell

There are few sights as beautiful as 20-some 356's going up the other side of a valley that you are going down, as I got to see at the recent "Gathering of the Faithful" in Mount Dora. And for a 356 enthusiast, there are few sights as alarming as realizing that a great many of those cars do not have effective brake lights. In this day and age of distracted, cell phone gabbing SUV drivers, who are used to much brighter and higher placed brake lights, slow, dim, or no brake lights could spell doom to your pride and joy, and maybe even to you and a loved one!

What causes these symptoms is generally pretty straightforward and easy to repair. Dim lights can be caused by poor connections, poor grounds, and / or wrong bulbs (including 12 volt instead of 6-volt bulbs). However, this emergency tech article is about a brake issue that can be just as dangerous and easier to miss. I refer to slow brake lights. Many of the cars I noted during the tour actually had adequate brake lights. The problem was that they only came on during hard stops. Many times cars would come to complete stops without a single flicker from the brake lights. The cause of this symptom is almost always a failing brake light switch.

356's, unlike modern cars, use a hydraulic brake switch which engages the brake lights with pressure being produced by the master cylinder, a less-than graceful design that was pretty much smartly done away with and replaced with the electric switch used in modern autos. These electric switches come on instantly and at full power as soon as your brake pedal is depressed. However, a 356 switch must have pressure behind it and can come on sluggishly.

Here is the good news: You do not have to retrofit a modern electric switch to obtain an adequate brake light response. The repair is to simply replace your old, tired switch with a new one. A properly working switch will engage your brake lights with little pressure and will respond quickly, providing full electric power to the lights. Switches are cheap (as little as \$8.00 for aftermarket) and many times available at local auto part stores. Just tell them you need a mid 60's VW switch. The bad news is that the life expectancy of replacement switches seems to be about 2-5 years (maybe less if you are using that awful DOT 5 silicone fluid. (Editor's Note: See next article) In fact, the quality of the new parts is such that I have had at least one fail within months of installation). So the odds are that if you have an old original or an aftermarket switch that has been on there for awhile, it is likely shot. Replacement is very easy. If you can bleed brakes, you can make this repair. You simply remove the switch from your master cylinder (or brake line on some custom dual circuit systems), install the new switch, and bleed the brakes (same for disk or drum). All done!

Now for the test. All FOG members and 356 owners should as soon as possible perform a simple test to determine whether your brake light switch is shot. You can either get a helper to watch your lights or go in the garage at night in the

dark. Turn your ignition on (356 brake lights are on a cold circuit and will not work with the switch off). Now slowly push your brake pedal (don't just mash it down. That will do nothing except convince you "mistakenly" that your lights are working properly.) Each owner should be aware of the pedal pressure required to engage the brakes on his or her 356. At the moment you believe your brakes would engage under light braking, you (or your helper) should see brake lights. If not, keep pressing slowly to see how much pedal pressure it takes to ignite your brake lights. I'll bet some of you will be horrified at what you find. In fact I will bet that there are more than a few owners who will discover that their lights would probably only work under a panic brake scenario. Trust me, I've been there, and done this several times. Over the years, I have had to replace about a half dozen of these switches.

So do yourself a favor and perform this easy test. If you don't like the results, invest the \$10.00 and replace the switch. Your brake system is probably due to be bled anyway.

## BRAKE FLUID AND THE 356

by Mike McNabb

Nobody pays any attention to the brake fluid until something leaks. Conveniently hidden under the trunk floor and in the brake lines, it is the only non-consumable liquid in a 356. It's also the incompressible link between your foot and the friction material that scrubs your car to a stop. This article will discuss the fine points of brake fluids and hopefully motivate you to put this on your scheduled maintenance list.

Brake fluid is classified by the US Dept. of Transportation (DOT) as:

**DOT 3:** The cheap stuff, probably what's in your reservoir now. Will work fine for ordinary driving if not contaminated with moisture and dirt.

**DOT 4:** Same chemistry as DOT 3, with additives to raise the dry boiling point about 45 degrees F. higher.

**DOT 5:** Forget it, this is a silicone based fluid that does not belong in a 356. You'll be sorry!

**DOT 5.1:** Same chemistry as DOT 4, with additives to raise the dry boiling point another 53 degrees F.

All brake fluid (except DOT 5) is hygroscopic; it absorbs water. This absorbed moisture lowers the boiling point and ultimately rusts the metal parts in the system. Lower boiling point = more air bubbles = soft pedal. Even the leftover fluid in the bottle absorbs moisture, so throw it away (in an environmentally friendly way) and buy a fresh can. The dry boiling point is meaningless, because as soon as you pop the cap you have exposed the fluid to moisture. If you must know, the numbers are:

Fluid Type	DOT 3	DOT 4	DOT 5	DOT 5.1
Dry Boiling Temperature	401 F	446 F	509 F	Same as DOT 5
Wet Boiling Temperature	284 F	311 F	356 F Really!	Same as DOT 5

(Wet means 3.7% water, by volume)

## Brake Fluid

*Continued from previous page*

Now, the nice people in Washington would have the uninformed believe that DOT 5.1 was just the next improved version of DOT 5. Were they afraid of running out of numbers in the next century? What was wrong with DOT 6 or DOT 4.5? DOT 5 is synthetic and silicon-based, developed for the military, non-hygroscopic, low viscosity, expensive, incompatible with other brake fluids, and spongy. Water will separate from the fluid and pool in the low spots, rusting out the brake parts. Don't use this stuff in your 356 or any system with ABS. DOT 5.1 was designed to equal the boiling point of DOT 5 in a conventional brake fluid. It still absorbs moisture and will mix with DOT 3 and DOT 4. Although the minimum 5.1 wet boiling point is 356 degrees, many of these high performance fluids range from 392 degrees (ATE Super Blue) to 400 degrees (Motul Racing 600). Advance Auto Parts sells Valvoline synthetic with a dry point of 500 degrees and says it exceeds DOT 4, but no mention of 5.1.

So what does your 356 need? It came with DOT 3, and the rubber parts will be compatible with this. Replacement wheel and master cylinders should be OK with DOT 4 and 5.1. The important part is to change any fluid that is more than 2 years old, or even more frequently if the car is not driven much. Also, change it if the calipers have gotten hot enough to boil the fluid, such as when a caliper sticks or experienced a panic stop. If you race, you're probably already using 5.1 and change it after every event. If the fluid looks like coffee, is milky, or smells bad, suction it out of the reservoir and bleed the lines with fresh fluid. Brake fluid will dissolve paint if spilled, but if you quickly rinse it off with soapy water you might get lucky.

## Drive Those Cars Contest

By John Reker

The first annual contest has come to a close. It was a photo finish with a hard to believe FOUR miles separating the top two contenders. Here are the final standings for the 10 months that this first contest ran.

Mike Owen	Orlando	6263
Glen Getchell	Seminole	6259
Roger Ousley	Melbourne	5521
Mark Pribanic	Neptune Beach	5499
John Reker	Winter Park	4347
Dick Weiss	Cincinnati, Ohio	4248
Glenn Long	Dunnellon	3270
Bob Ross	Englewood	2698
Mike Davis	Orlando	2167
Larry Marshall	Kissimmee	1413

Mike Owen finished first in driving, in addition to winning a number of *concours* awards during the year. "Show" and "Go" are not mutually exclusive terms! Glen Getchell did autocross and long distance travel and was the equivalent to about a tenth of a second behind Mike. Dick Weiss, who drove from Cincinnati to the Rawson event,

popped on the list with over 4,000 miles. Awards were officially announced at the "Gathering" banquet. The top three received plaques, the others a 2008 356 Calendar.

**This year's contest started December 17, 2007 and goes a full twelve months. Even though you did not enter last year's contest, please write down your mileage from December 17 so you can be in the 2008 contest.**

## New FOG Website Your Help Needed

by Mike Davis (Orlando)

The new FOG website was unveiled at the Annual General Meeting in Mt. Dora on January 13. After a brief technical delay, the features of the new site were reviewed real-time on the "big screen". In addition to lots of photos of past events, the site also has a page devoted to upcoming events (both local and statewide) of interest to 356 enthusiasts, including links to the relevant sites when available.

If you know anyone who should join FOG, you can direct them to the website for membership information. Likewise for anyone interested in becoming an advertiser in *The FOGLight*.

There's also a message board for use by members.

I need the help of all members for three areas of the site:

- Go to the photo gallery for members' cars – Please email me a digital photo as well as a brief description of your car(s). Click on any of the photos already in the gallery for an example.
- Go to the VIN Registry page and fill in as much information as possible on your car(s). I am compiling a database and will share the results in a future issue of *FOGLight*.
- Go to the Great Drives page and see what is already posted. If you have a drive to add, please email it to me and I will post it to the site. If you have a photo to go with it, that's even better!

There's a lot more, so check it out at [www.356fog.com](http://www.356fog.com).

## Membership Report

by John Reker

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

Please welcome the following new members:

**the item has been sold.**

**Wolfgang and Karla Koehler** winter in St. Augustine Beach. Their home base is Germany where they have a 1955 Pre A Coupe and a 1959 Convertible D. Their phone is 904-471-7070.

**Paul and Polly Odegaard** live in Jupiter and have a 1959 T-2 A Coupe 1600N. They can be reached at 561-744-5384.

**Tom and Elaine Gorsuch** live in Merritt Island. Tom is President of the PCA Space Coast Region, sponsor of the upcoming Sunrise to Sunset Rally. Phone 321-626-0563.

**Tony Collins** lives in Mt. Dora and was recruited in the process of putting on the Gathering. He drives a 1965 SC Cabriolet and can be reached at 352-383-8888.

**Bob Sturm**, a returning member and sponsor of Gatorfest '99, the 1999 East Coast Holiday, lives in Micanopy and has a stable of 356's. Two 1957 Coupes, a 1960 B Coupe vintage race car, a 1960 B Cabriolet, and a 1965 SC Sunroof Coupe. He is at 352-466-3758. Welcome back, Bob!

## COMING EVENTS

February 16 – **FOG** - Cars on Fifth – Naples

March 2 - **FOG** - Central Florida Back Roads Tour. Meet at 10 AM at the Melting Pot restaurant at 434 and Markham Woods Rd. in Longwood. Email John Reker at <JReker@cfl.rr.com> for updates.

March 16 - Winter Haven Art Festival and European Car Show. Downtown Winter Haven. 9 a.m. – 3 p.m. No contact information available.

March 29 - **FOG**- Private Car Collection Visit- Sanford- Details in upcoming separate mailing.

April 25-26- Sunrise to Sunset Rally sponsored by PCA. **FOG** members invited.

For additional non FOG events that may be of interest visit our website at [www.356fog.com](http://www.356fog.com)

### **Cars on Fifth February 16 - Naples, FL**

Over 500 Racing Cars, Custom Hot Rods, Muscle Cars, American and European Antiques, Italian, German and British Sports Cars. For info, call FOG member Mark Woontner at 239 431 5877. or email [marcow@earthlink.net](mailto:marcow@earthlink.net).

### **CLASSIFIED**

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

**356 Engine.** Zero hours on fresh rebuild with Industrial case. New crank, camshaft, flywheel, pistons, & cylinders. 32 NDIX Zenith carbs, starter, generator, muffler, pipes & clutch. All sheet metal. \$4900. Engine is in Fayetteville, NC. Russ Sparks 910-488-0879.

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

**Wanted:** 4 or 5 restorable drum brake painted wheels. Matching dates preferred. Bob Schmitt [rgs454@bellsouth.net](mailto:rgs454@bellsouth.net)

### ***The FOGLight***

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### Monthly Breakfasts and Tours

One of the major benefits of owning a 356 is the opportunity to meet and socialize with a truly marvelous group of people, our fellow 356 owners. Since the long distances in Florida make it difficult for many members to attend statewide events, we are developing a system of local breakfasts and/or driving tours to keep our members in touch with each other.

**Sarasota:** Last Saturday of each month at 9:00 a.m. at First Watch Restaurant at the Publix Plaza on University Parkway, just east of I-75 (Exit 213). This draws FOGgies from Naples to Tampa. For info call Rich Williams (941) 355-4856.

**Central Florida:** Lunch tours more or less monthly, but not on a fixed schedule. To receive notice of these, send an email to Dave Shirk at [DShirk50@aol.com](mailto:DShirk50@aol.com) or call him at (407) 851-5690.

**Jacksonville Area:** First Saturday of the month at the Holiday Inn at Orange Park, I-295 and U.S. 15, October through May. Call John Meigs for information (904) 501-4346.

### Hosts Wanted

As you can see, the local events now in being leave much of the state unserved. We are looking for a few good FOGgies to host meetings in their local areas. All you need to do is pick a time and a place. The club will provide you with a set of mailing labels for sending out notices, reimburse you for postage, and will also post it on the web site and in the *FOGLight*.



Photo- Connie Schmitt

Leading the Gathering of the Faithful Tour