

The FOGlight

June 2019



The Official Newsletter of the Porsche 356 Florida Owners Group.



2019 REVS INSTITUTE TOUR

Porsche 1953 550 Coupe (photo by Janis Croft)



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Past Presidents of FOG

Frank Hood: 2011 - 2013
Mike Davis: 2010 - 2011
John Reker: 2007 - 2010
Kirk Stowers: 2003 - 2007
Rich Williams: 1993 - 2003

The FOGLight is the official publication of the Porsche 356 Florida Owners Group (FOG). It is published in even-numbered months. Send articles, photos and suggestions to: Janis Croft, Webmaster / FOGLight Editor at jlcfog@gmail.com

WELCOME NEW MEMBERS

Michael Branning	Lexington, SC	1964 C Coupe
Dennis Bosch	Osprey, FL	1964 C Coupe
Phil Smith	St Pete Beach, FL	1957 Speedster

Submit contact changes to Alan Winer, Membership Chair (alanwiner@356FOG.com)

COMING NEXT ISSUE — FOG MEMBERSHIP DIRECTORY

Please update your current contact information so the next directory will have you listed correctly, i.e., phone number, address, cars or significant other?

Send updates to:

Alan Winer, Membership Chair (alanwiner@356FOG.com)

Remember emails are now included unless you expressly request otherwise.

MONTHLY REGIONAL MEETINGS

If you are interested in suggesting or organizing a FOG statewide or regional event, contact Trustee Mike Davis, our Events Chair, or your regional coordinator listed below.

One of the major benefits of owning a 356 is the opportunity to meet and socialize with a 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 have developed a system of local breakfasts and/or driving tours to keep our members in touch with each other.

Central Florida (Orlando area): Breakfast first Saturday of every month. Lunch tours occasionally, but not on a fixed schedule. To receive notice/reminders of both the breakfasts and the lunch tours send an email to John Reker at JReker@cfl.rr.com or call at (407) 629-0248.

Northeast Florida (Jacksonville area): Get together first Saturday of every month. Location varies. Contact Jim Voss at vossjax@bellsouth.net or at (904) 529-1398.

Northwest Florida: Meeting dates to be announced. Contact Bill Hunkapiller at bhunkapiller@yahoo.com or at 850-694-5435 for additional information.

Southeast Florida: We are looking for a location to hold our first Saturday of every month get togethers. Contact Steve Bamdas at Steveb@rivamotorsports.com or Paul Raben at praben356@gmail.com for more information.

Southwest Florida (Sarasota area): Last Saturday of each month at 9:00 am at First Watch Restaurant at the Publix Plaza located on University Parkway, just east of I-75 (exit 213). This draws FOGgies from Naples to Tampa. Contact Fernando Lopez at (727) 417-1120 or mk2lopez@yahoo.com

NEED A LIFT?

I really don't want to rehash the two post verses four post lift debate but if you want easy access to working on your car, then the two post is the way to go. If you need a lift to store your car, enjoy difficulties working on the wheels and enjoy smashing your head into the ramps every twenty minutes, then the four post is for you.

I'm definitely a two post advocate. I purchased one of the Pacific Rim two post lifts mainly because of the economics. You know the one all the dealers sell. They are all the same lift, they just have them painted a different color and give them some sophisticated name. I only needed 7,000 pound capacity since I wasn't planning to work on school buses or Hummers.

But admittedly, I had "lift envy" for the top line lifts like the Rotary or the Bendpak. You see they have "screw-up lift pads"—the kind you can adjust right up to the frame so when you raise the car it isn't just barely sitting on one or more of the lift pads. These are just not available on the less expensive lifts. So much to my delight, while exploring on the computer, I found a set of "Screw-up Lift Pads" that would fit my lift. I ordered them immediately and was told they were back ordered. A month later I was told they had entered US waters and the ship just needed to dock and unload. I did eventually receive them.

The pleasure of opening the box was soon diminished by the fact that the pads could not be screwed down to their lowest position. They were always at near full height because they bottomed out in the lift's height adapters. ARRGH!

I was not to be deterred and spent the next day on the lathe boring out all the height adapters so that the screw would have clearance to travel from high to low. If you plan to go this route and don't have a lathe to bore out the height adjusters, any machine shop can easily do this for you.

I had fabricated supports out of plywood and conveyor belt material that have a slot that fits onto the pinch weld rather than have the pinch weld sitting on the pad.

It's curious how small things become projects, distractions perhaps—keeps you busy so you don't have to deal with the "List O' Chores" that seems ever present.



Lift pad at low and high position



Threaded stem could not screw all the way down.



Boring out the height adapters on the lathe



Height adapters before and after boring for screw clearance



Pad with slot that fits onto the pinch welds

2019 REVS INSTITUTE TOUR

by Alan Winer

On June 6th, Janis and I headed down to Naples in our 356 C Coupe, for a private tour of the REVS Institute that Mike Davis and Barb Taylor arranged for FOG members and friends. The response was large enough that two separate tour dates, June 7th and 14th were needed. While the Florida weather was indicating possible thunderstorms, Janis and I scheduled our drive to Naples to avoid such inclement weather but as Floridians know, weather prediction is a crap shoot. With wipers working full time and windows open to deal with the 90 degree humidity, we drove through some of the heaviest downpours the C Coupe has ever experienced.

The REVS Institute represents the Collier Collection of over one hundred significant automobiles built between 1896 and 1995. These are the cars that blazed technical pathways, redefined aesthetic standards, made history and changed the world. As the tour's introductory film stated "the world was one way before automobiles and another way afterwards." The private tour wound it's way through the earliest of

automotive history, through the Cars of the Art Deco Period (including my favorites—the Bugattis and Delahayehs), and the history of racing with an emphasis on the Porsche racing program. The presentation, museum lighting, informative placards and our tour guides' knowledge made this an exceptional experience.

We headed home on Saturday with massive storm fronts all across Florida. Driving on back roads for 6 1/2 hours, Janis, my co-pilot and route planner kept us dry by utilizing a Garmin and weather radar on a cell phone. We managed to drive around or in-between intense downpours and actually made it home with only encountering a slight drizzle. The 356 (with recently installed big bore kit) just ate the road. Lack of air conditioning is another topic.

Once again, thanks to our Events Coordinators Mike Davis and Barb Taylor for organizing a great event.

Photographs by Janis Croft and Mike Davis



Porsche 1971 908/3 Prototype (above)
Porsche 1971 -917K (below)



Porsche 1949 356 SL Gmünd Coupe





Delahaye 1937 type 135 MS Special Roadster



BMW 1938 Type 328



Porsche race history display



Porsche race history display with No. 35 1960 Abarth-Carrera GTL in foreground.



FOG Members toured REVS Institute on two different days

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356 UNLIMITED OPEN HOUSE

by Lee Payne

On May 22, 2019, the Porsche public was invited to an open house/BBQ at 356 Unlimited in Melbourne, Florida. The purpose of the event was to recognize the new ownership of the business by FOG member Steve Hoffman, and to provide insight into what the shop produces and Steve's vision for the future of the business. The 356 Unlimited restoration shop was begun as a hobby morphing into a business by Kirk Stowers, who owned it until his death in 2011. It was then taken over by Buster Venable, who continued the tradition of restoring award-winning 356 automobiles until this year when he decided to retire and move on to other things.

Many FOG members attended the event; some from as far away as Venice on the West Coast of Florida, St. Augustine to the north, and Vero Beach to the south. There was a good turnout from the Orlando area FOG group. PCA Space Coast Region, too, had good representation. Steve, as

current National Technical Chairman of PCA, and a former president of Space Coast Region, wanted all of his Porsche friends to celebrate with him and see what 356 Unlimited could accomplish and just maybe, convince some 911 people to add a 356 to their stable.

Potential clients and the curious were lured in with great BBQ from Charlie & Jakes, a swap meet, and a meaningful display of five 356s out in front of the shop in all stages of restoration. There was everything from a coupe in bare metal just back from acid dipping to my newly completed Convertible D that I was to pick up that day. It was great that everyone could meet and discuss these wonderful projects with the hands-on guys including Dennis Brown, the paint and body guy who has worked miracles with many of our cars, and Jeff Stevenson, who is the lead technical guy for the assembly of all 356 projects.



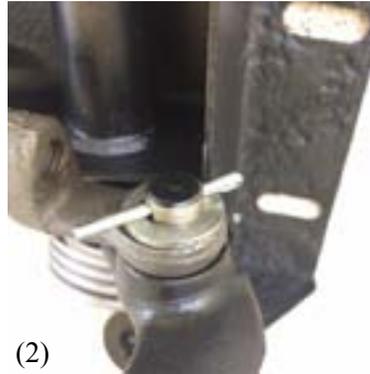
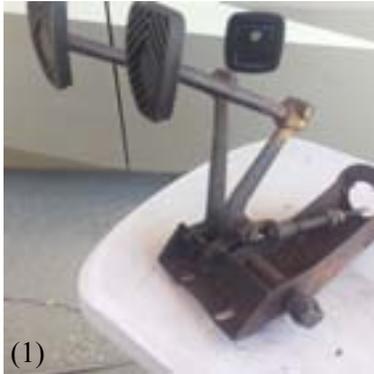
(1) Five 356s in all stages of restoration (2) Foggies Alan Winer, Nando Lopez and Karen Walker enjoying the event. (3) Lee Payne and his new ride (4) Steve Hoffman talking to group in the shop's interior. *Photos by N. Lopez and K. Payne.*

PORSCHE 356 PEDAL ASSEMBLY RESTORATION

by Tom Keating

The following describes the basic assembly of a 356 Pedal Set, 1956 to 1965 as shown in photo on right.

First thing to do is take a photo of pedal set. This will help when doing the reassembly. Note on some sets, the pedals are not the same length. Clutch pedal is longer. Some early pedals are the same length.(1)



How to take apart:

- Use a box/bag for saving parts. Do not loose any.
- Remove two 14mm ATF bolts at pedals.
- Drive out both pedals.
- Next unscrew the master cylinder rod to ease access to the cotter pin. (2)
- Bag the washer and cotter pin on the master rod so it will not get lost.
- The next thing to do is soak the roll pins in the clutch pedal with some penetrating oil.
- Pin drives out toward the pedal base away from the pedal stops. It is tapered slightly. (3)
- Use correct size pin to drive out roll pins. There are two, one inside the other.
- NOTE: This was eliminated in some pedal sets after 1963. After Aug. 1963, inner rollpin for the clutch pedal was discontinued. There would be only one pin to drive out. Pin is 6 x 32mm. Use correct size knock-out pin.¹
- Once the pin is out, remove the clutch pedal. (4)
- Take out clutch pedal cross shaft. There are two different versions of this cross shaft. Cross shaft after Aug. '62 is used with a roller for the clutch cable. Previous to that there is an anchor pin at the end (part # 644.23.219). (5)²
- The next step is to remove the spring around the brake pedal. It will unhook from the base. (6)
- Remove the brake pedal.
- Next, look at the base where the brake pedal was. There should be a washer that is 24mm x 32mm. Do not loose—part is NLA. (7)



- Remove the rubber stops from the base. Replace them as new ones are available. (8)
- Before media blasting, degrease and clean out bushings. Then plug with corks or rubber plugs. Do the same with the pedal bushings.
- Degrease all before media blasting to keep media semi-clean.
- Order two new rubber stops and two new pedal pads and a new return spring if needed.
- Also a new cotter pin should be used.
- After media blast, thoroughly clean the bushing in the base and also inside two pedals.

continued on page 8

THE FOG MILLON MILES CLUB

by Dennis Brunotte

That's right! The Drive Those Cars Contest of the past eleven years has progressed into a new phase for the future after reaching the 1,000,000 mile mark as a group. To all of you who submitted your miles driven during that period, you helped us to achieve a remarkable outcome to this point, and the fun will continue to "who knows what level!" Join us by submitting your miles driven from December 16, 2018 or simply start your mileage count now. We'll recognize the top ten performers at the next Gathering of the Faithful. Continue to send your progress for 2019 to dkbrunotte@gmail.com. We welcome lots of miles from lots of our FOG members. The following lists our early contributors:

Mark Pribanic	Neptune Beach	6503	Glenn Long	Dunnellon	466
Jim Bruton	Winter Park	2713	Fred Trippensee	Avon Park	367
George Dunn	St. Petersburg	1302	Chip Reichhart	Vero Beach	348
Alan Winer	St. Augustine	1203	Dennis Brunotte	Naples	342
Paul Raben	Ft. Lauderdale	1189	Denny Zamler	West Palm Beach	266
Steve Bamdas	Lighthouse Point	1037	John Boles	Pinehurst, NC	176
John Reker	Winter Park	873	Russ Hibbard	Lake Worth	167
Jerry Holderness	St. Petersburg	566	Dick Weiss	Cincinnati, OH	153
Chris Nelson	Crystal River	507	Karen Walker	Cocoa	76

Pedal Assembly Restoration

(continued from page 7)

- When cleaning, use a gun cleaning rod for cleaning out the base bushings. Do not leave any media inside. Same with the pedal bores. **NO MEDIA!**
- Paint all with black paint except following:
- Return spring. If using old one, paint cast iron grey.
- Same with the end of the clutch pedal cross shaft.
- Master cylinder rod polish and clear coat to prevent rust.
- The yoke to attach master cylinder rod is painted grey. 17mm atf locking nut may be grey if needed.
- Washer and cotter pin are not painted. Washer may be painted cast iron grey if needed.
- Large washer is painted black or grey.
- Reassembly is opposite of above. Do not forget the large washer before putting on the brake pedal.
- Polish clutch cross shaft, boss where master rod yoke rides and where brake pedal rides.
- Fit all pieces before greasing then start reassembly.

¹ See Service Bulletin No. F13/62 on Clutch Operation System

² See Service Bulletin No. F2/61 on Pin for Clutch Cable

Tom Keating is a FOG member with a long history of 356 involvement. He recently moved to northern Florida and restores 356 jacks and pedal clusters to Concours conditions.



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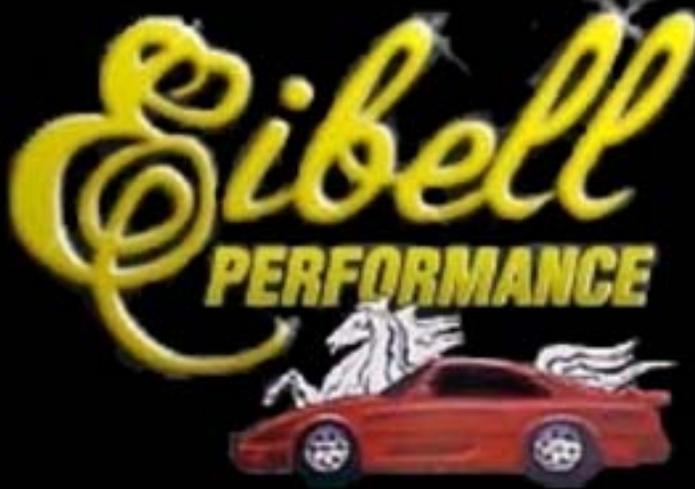
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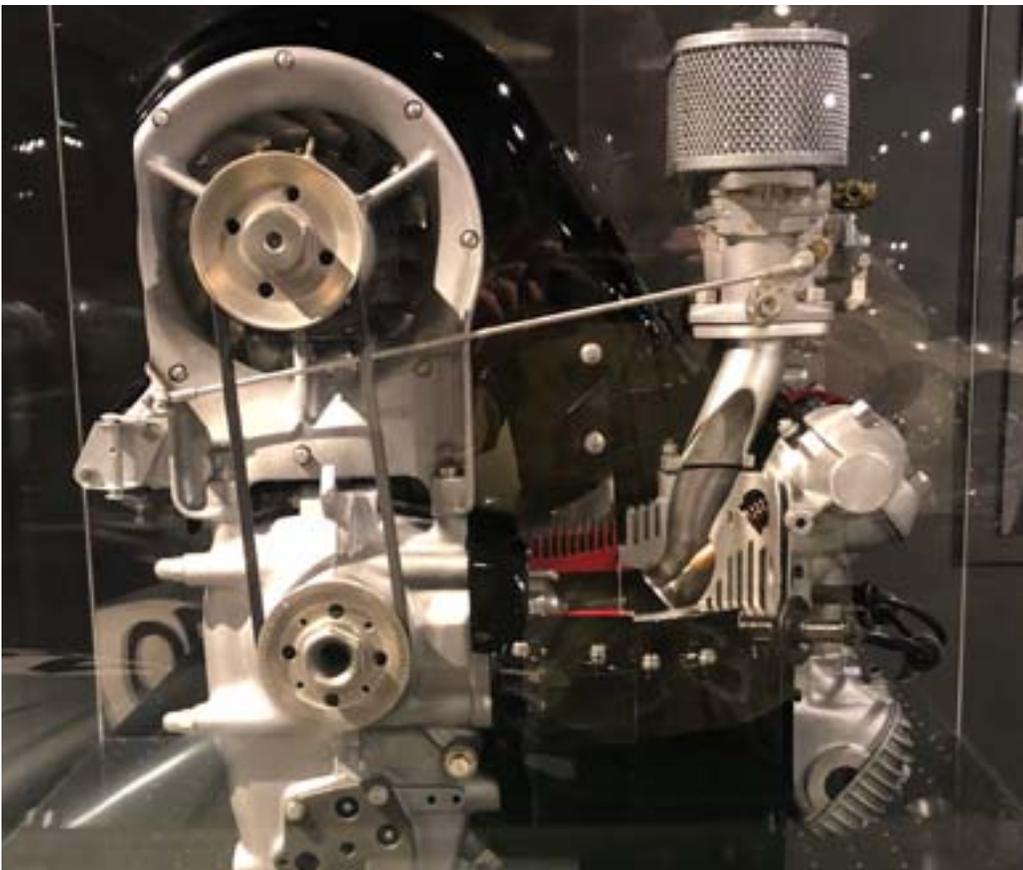
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PORSCHE TYPE 547 CARRERA ENGINE
(on display at REVS Institute)

Configuration:
Four cylinder, horizontally
opposed air cooled,
twin overhead camshafts

Bore and stroke:
85mm x 66mm /
3.35 in x 2.60 in

Displacement:
1498 cc / 91.4 cu in

Power output:
110 hp @ 7000 rpm

Torque:
95.5 ft/lb @ 5500 rpm

Induction:
Solex 40 P11 carburetors

Cut away engine display units were originally prepared for showroom display at Porsche dealerships.