

The FOGlight



The Official Newsletter of the 356 Porsche Florida Owners Group.

KEEPING THE FAITH

As some of you may know, I have been without a 356 for over a year. To be exact, I watched it leave perched inside an enclosed transporter on February 14, 2012 or for the romantics out there, Valentine's Day. I can almost hear some of you gasping right now, "What? The President of FOG doesn't even own a 356?" Trust me readers, it all makes perfect sense.



In early 2012, my sweetie and forever Valentine, Renee and I began looking for the perfect home. As you can imagine, we each had a list of what we hoped to find. Renee's list included; short commute to work, good school district, walk-in closet, open floor plan, a kitchen like you see on all the cooking shows, room for entertaining, plenty of storage and oh yes a pool would be nice too. My list wasn't quite as long but the one thing that was not negotiable was room to build a shop or better yet a house that already had a detached shop/garage! And so the search began.

A week later while on my lunch break I was driving through a neighborhood that I always admired and lo and behold there was what appeared to be the perfect house! I reviewed the specs on-line without even getting out of my truck. Close to work... check! In a good school district... check! Open floor plan... check! Nice kitchen... check! It was all there. Then came the biggest check... a detached workshop! I quickly contacted the sellers and learned they were out of the country and unable to show the house until the following week.

Needless to say, it was torture waiting for the sellers to return. Renee and I used the time wisely searching and looking at other houses in the area. It was truly an amazing and overwhelming experience based on the inventory available at that time, but after all of our research, there wasn't anything out there we liked better than the first house we saw. When the sellers returned from overseas we came to an agreement on price; however they wanted to close within 30 days! This is when we started to realize that if we wanted the house of our dreams

we had to make some sacrifices. My 1932 Craftsman Bungalow I had been restoring since 2001 was almost complete but there was absolutely *no way* I could finish and sell it within 30 days, so I made the painful decision to sell my 64 C Coupe along with a 59 Sunroof project and an original paint 71 911T. I didn't want to deal with selling the cars on-line and dealing with scammers and non-Porsche people so I decided to send an email to a core group of

true Porsche enthusiasts I knew personally. That email was sent on February 9, 2012 at 11:16 PM and all three Porsches were officially sold on February 14, 2012. Needless to say, the Porsche community is a close knit group of passionate people who can truly make dreams come true. With finances now in order we were able to close on our dream home; however, there was still something missing: a 356 to put in the shop. Over the next several months (with the help of family and friends) I was finally able to "finish" the Bungalow and offer it for sale. I say "finish" because I was literally painting the front door 20 minutes before closing which was located 30 minutes away and I still hadn't showered! Talk about a photo finish! After the closing and with check in hand the hunt was officially on for the missing piece... a 356.

I decided the 356 had to be an A Coupe for in my opinion no other Porsche 356 can match its sexy and streamline yet subtle look. My desire was to find an original driver or complete car in need of restoration that I could re-build and make my own. Well that day finally came on February 23, 2013, a mere 376 days after I sold my 356s. I purchased a 1958 A Coupe restoration project complete with matching numbers engine and transmission. The shop is now being put to good use and I plan to have the A Coupe back on the road (restoration can wait) this summer, thankful that I may once again experience Porsche in its purest form... driving.

Always keep the faith,
Frank



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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:

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PORSCHE

LOCAL EVENTS 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 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, or Jon Meigs at (904) 501-4346.

Northwest Florida: Looking for a volunteer to organize local events. Please contact Mark Koorland at koorland@mail.usf.edu

Southeast Florida: Looking for a volunteer to organize local events. Please contact Mark Koorland at koorland@mail.usf.edu

Southwest Florida (Sarasota area): Last Saturday of each month at 9:00 am at First Watch Restaurant at the Publics Plaza located on University Parkway, just east of I-75 (exit 213). This draws FOGies from Naples to Tampa. Contact Bob Ross at (941) 492-5214 or bobross517@gmail.com

All the known sales literature on the Porsche 356, including paint numbers, Spyder brochures, a rare look at the 917, Carrera RS, Marine & Aircraft Engines, Rotorcycle, A, B & C Accessory Books and the early Speedster. Double autographed by Susann Miller and Richard Merritt. 320 pages, hardcover, b&w reproduction. www.porschebooks.org to review book.

Email Susann with questions:

susannart@aol.com

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MEMBERSHIP REPORT

By John Reker

Please welcome these new members:

David and Marie Baugh join from Port Orange. They have a 1958 A Coupe 1600 N. David bought the car in 1971 and it was his wife's daily driver for 20 years. Just put it back on the road a year ago after 20 years in storage. Contact at 386-761-3617.

Gary and Vickie Simmons live in Anna Maria. He has a 1956 Speedster owned for 25 years which he has rallied numerous times all over America. Telephone 913-915-6789.

Rick Sykes joins from Palm Beach. He has a 1964 C Cabriolet that he purchased in 1974 and uses as a daily driver. Contact at 203-710-4646.

DRIVE THOSE CARS CONTEST

By Dennis Brunotte



Photo by M. Cobb

(for those of you who may take two of your Porsches on the same trip), and all reporting is on the honor system.

We can thank John Reker for creating this engaging contest six years ago and maintaining the communications and record keeping all this time. This year he passed the torch and spreadsheet, and you should watch for subsequent mileage requests arriving from the email address above. The early reports are in (including the 16 miles Dick Weiss drove in cold, snow-and-ice covered Ohio before he did a U-turn and headed back to the warm garage!)

Another year of Porsche driving fun has begun and the FOG Drive Those Cars Contest for 2013 is under way. We welcome you to come aboard with your current 356 mileage for the new year, joining the several who have already submitted their progress to this point.

Last year's contest ended on December 17th, so count your 356 miles driven since that day. Send the count to me, Dennis Brunotte, as a new contact in your email program using dkbrunotte@gmail.com and watch each issue of FOGlight for the updates that follow every two months. As was the case last year, the final mileage reporting will occur in mid-December 2013, and a winner, and the next nine leaders, will be acknowledged at the Gathering of the Faithful awards dinner soon thereafter.

The rules have remained simple: (1) your car needs to have been manufactured by Porsche between 1949 and 1965 with any Porsche or non-Porsche engine installed, (2) miles must be accumulated by the owner or his immediate family (spouse or children), (3) only one vehicle logged per outing

Sharon Cobb	Tampa	1992
Steve Bamdas	Lighthouse Point	1792
Buster Venable	Cocoa Beach	1623
Jack Kasmer	Sebring	1231
John Reker	Winter Park	1030
Dennis Brunotte	Naples	1015
Jerry Remillard	Southwest Ranches	867
Gary Simmons	Anna Maria	850
Bob Schmitt	Ponte Vedra Beach	720
Glenn Long	Dunnellon	633
John Boles	Estero	552
Bob Ross	Englewood	523
Mark Hebb	Jacksonville	419
Dick Bustello	Melbourne Village	345
Karen Walker	Cocoa Beach	114
Michael Motto	Cape Coral	94
Dick Weiss	Cincinnati, OH	16

PORSCHE ON THE SEBRING TRACK.

In case you didn't get to go watch the 356s compete, click or copy this link to view the race from cameras mounted on the cars.

<http://www.svra.com/video/svra-sebring-group-12-4-sunday-race/>

IN MEMORY OF STANLEY PFOST

by Frank Hood



Stan in his '59 Cab at the Third Gathering of the Faithful held at the Mission Inn.

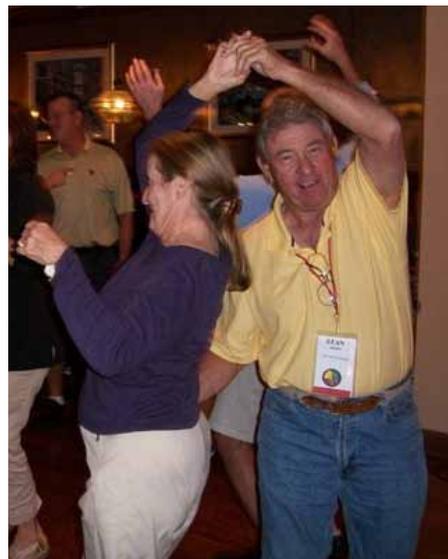
It is with great sadness that I inform you our friend and fellow FOG member Stanley Pfof passed away on Wednesday, March 13th. Stan was an active member of FOG for numerous years and was always up for a good time whether sharing a beer with an old friend or cutting a rug on the dance floor with his wife Lura. Stan's passion for cars extended well beyond the Porsche 356, as he was also an active member of the Jaguar Club of North America, the Austin Healey Club of Central Florida, and the MG Club of Orlando.

Stan, who recently retired from his general dentistry practice enjoyed motorcycling, golfing, boating, painting, and photography. He leaves behind the love of his life and wife, Lura, his daughters from a previous marriage Stacey and Paige, son-in-law Todd, grandchildren Chloe, Sean and Chelsea, his sister Marylee, brother-in-law Gary, nephews Travis, Cody and Riley his brother Mike, nieces Mary Caroline, Kaitlin, and nephew Ben, his stepson Brad, and step-grandchildren Timothy and Ellie.

I'm confident everyone joins the trustees in extending our deepest sympathies to Lura and the family during this sad time.

You may send condolences directly to the Pfof family:

Lura Pfof
1320 Lake Knowles Cir
Winter Park FL 32789



AMELIA ISLAND CONCOURS DE ELEGANCE 2013

by Lee Payne



I attended my first Amelia Island Concours with the late Kirk Stowers in 2009. Kirk at the time was in the middle of restoring my 1959 A Cab, currently owned by FOG member Gerhard Moll. I was hooked. Kathy and I have attended each year since, save one, and thoroughly enjoy all of the festivities. We usually attend with our friends Ivan and Marilyn, and make a weekend of it. This year we stayed twenty minutes away in St. Mary's, GA at a great B&B, The Spencer House. Originally built as a hotel circa 1872, it is within walking distance of the ferry that takes you to Cumberland Island National Seashore, and numerous wonderful restaurants and attractions.

Ivan and I registered for the RM auction bidding on Saturday, just in case there were some deals. There weren't. I love RM auctions - they don't scream in your face, the bidding is civilized, and it is easy to follow the action. We arrived on Friday for the auction preview, and found many wonderful cars that were to be auctioned off the next day. There were only three Porsche 356s in the auction. A 1959 Convertible D, that looked very nice but didn't have its original engine, had a twin grill, the wrong wheels, seats and other features. Amazingly, it went for a hammer price of \$155,000, plus a 10% buyers premium. There was a white 1963 B Super 90 Cab that also looked very nice, if you didn't stare at the pea-green interior with brown corduroy seat inserts. Looking at the underside, however, it sported a very thick undercoating. The right front fender support bracket was also undercoated even though it was rusted almost all the way through before the coating was applied. That gave suspect to the entire restoration, but it still hammered at \$130,000 plus buyer's premium. The other 356 was billed as a 1959 "Speedster D". This was by far the most well-done restoration of the bunch, if you like a heavily modified vehicle. It was a convertible D, but had been converted to a Speedster in period, with a Speedster windshield and top, roll up Plexiglas windows, Carrera louvered deck lid, and many performance enhancements. A few familiar names had their hands on this car over time - Vic Skirmants, Phil Bagley, and Harry Pellow on the engine. It hammered at a good price of \$145,000 plus premium, which was less than expected, but not by much.

It was a special weekend for Porsche at the Amelia Island Concours D'Elegance this year, as one of the themes was

celebrating the 50 years of the 911. The GT 40 and Ducati motorcycles were also featured, and there were excellent examples of all in the field, with over 300 vehicles scattered out over the 10th and 18th fairways of the Golf Club of Amelia Island at Summer Beach. The 2013 Best of Show Concours d'Elegance went to the 1936 Duesenberg SJ owned by Jack and Helen Nethercutt, while the Best of Show Concours de Sport was awarded to the 1968 Ford GT40 entered by the Rocky Mountain Collection. Judges included Wayne Carini of "Chasing Classic Cars"; Dario Franchitti, formerly married to Ashley Judd, with some racing credits of his own; Peter Egan, one of my favorite automotive journalists, Brian Redman, Hurley Heywood, Dan Gurney, Davis Hobbs, Vic Elford, and many other names you would readily recognize but my aging memory doesn't.

The vintage Porsches were stellar this year with a beautiful 1957 Porsche GS/GT Carrera Speedster, being my favorite, followed closely by another 1957 Porsche 356 Speedster GT. In addition, there were two 1964 Porsche 904 GTS's, and numerous vintage 911s as part of the 50th anniversary celebration.

No matter what your preference in vintage automobiles, Amelia has it all. Second only to the famed Pebble Beach Concours in California, it is certainly the best on the East Coast in all categories. If you've never been, it's a fabulous experience to immerse yourself in this weekend of automobilia, and rub shoulders with the elite personalities and collectors that flock to the event each year.



MEMBERS' NEWS

Please join us for a tour of the [Tampa Bay Auto Museum](#) located in Pinellas Park, FL. on Saturday May 11. The museum address is 3301 Gateway Centre Blvd, Pinellas Park, FL. The phone at the Museum is 727-597-8226. The Museum focuses on cars that made important mechanical contributions to automobiles. We will meet in the Museum Parking lot at 9am. The tour begins at 10 am.

Please send a check for \$5, made out to the Tampa Bay Automoblie Museum, to Mark Koorland, 2103 Gulf Way, St. Pete Beach, FL 33706. Please send checks by May 4 so we know how many are attending. If you have any questions, call Mark at 727-360-4183.

The event is Saturday, May 11. After the tour we will meet for lunch at the nearby Quaker Steak and Lube automotive themed restaurant (10400 49th St. N. Clearwater, FL). We look forward to seeing you then. The last time we toured the museum we had a great time.



NAPLES LUNCHEON DRIVE

Recently 356 owners in Naples enjoyed an eight mile drive together for an enjoyable luncheon at the Tiburon Golf Club, site of the annual Greg Norman Invitational Golf Tournament held each February. On this rare occasion, the classic Porsches were permitted to park on the course overlooking the eighteenth green at the rear of the impressive clubhouse. Member Gerhard Moll and his wife Patricia hosted the group, and his 1959 silver cabriolet was among the Peoples Choice award winners at The FOG Gathering in Sarasota this past January. Their car appears in line here fourth car from the left. Ten of the fourteen 356s pictured here are FOG members and the other four are 356 Registry members from other parts of the country wintering in sunny Florida. Submitted by Dennis Brunotte



CENTRAL FLORIDA TOUR

The Central Florida group enjoying lunch at JB Boondocks March 3 after a 40 mile back roads tour. Attendees (left to right) are Jim & Carla Bruton, Nort and Linda Northam, Cheryl & Jim Heider, Jan Reker, Maria and Joe Veglucci and Karim Rahemtulla.

Submitted by John Reker.

CLASSIFIED ADS

Personal classified ads are free to FOG members and members of other regional 356 clubs. "Commercial" Classified: Please visit www.356FOG.com/AdRates.html for rates and additional information. 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: Convertible D. Looking for a driver.
Tom Holzer, tholzer@tampabay.rr.com or 813 453-8303

For Sale: A pair of "P" embroidered emblem and (PORSCHE) name shoulder-strap cushions for seat belts. Looks great in car-only a few left !! \$25.00 including shipping.
Contact Gary Resnick at garyr356@aol.com

For Sale: 356 Metal car.
Looks great in den, garage, etc.
\$125 plus you pay shipping.
Contact Gary Resnick at garyr356@aol.com



FOR SALE: Porsche Design Drivers Selection Leather Coat. Brand new, never worn chocolate leather coat of the softest leather you have ever felt. This is a limited edition Porsche Design #367 of only 600 produced to celebrate Porsche's 60 year anniversary. It comes with two collars - one fur (rabbit or fake hopefully) - and still has the original tags, original zipper garment bag and even the original box. I love this coat, but it is just too big for me. I bought it hoping somehow it would work, but it just does not. It is a European XXL. But I am only 5'10, 170lbs. and my suit and sport coats are only 40R and one 44R which is a bit large in the middle. A 42R is probably my size. This coat is just a bit too big overall, including the length of the arms.

FOR SALE: 1963 356B normal coupe.

Ivory w/red interior. All #'s match. 57,000 original miles, 10,000 on a rebuilt motor. Originally an AZ car, to VT via Ore. Untouched for 24 plus years, restored to driving shape in 2003. NO RUST EVER. Now showing some usage dings, but still a very pretty local show car and driver. Have documentation dating to 1970, tons of pix from the "fixing", Porsche COA, etc. Senior citizen owner is no longer comfortable driving the roads in Fl. Asking \$49,900, willing to accept reasonable offers. Questions? Please either call: 941-698-8990 (days only), or dmartin293@hotmail.com



These jackets retailed for \$1,199 back in 2009, and recently were listed within the Porsche Parts Locator System, but as "NLA" as in no longer available with a current price of \$1,295. I paid \$895 for the coat plus \$22 shipping, and will take the \$917 for it to FOG members. Then it will go on Ebay. You can email me at leempayne@cfl.rr.com for pictures or more information. Thanks. Lee Payne, Rockledge, Florida.

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A-AMERICAN SELF STORAGE

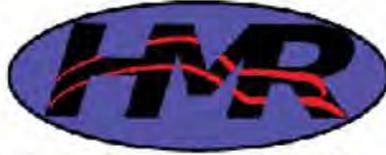
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MICROFIBER TOWELS

by Fred Kohly

If there is one thing I hate in paint (besides the usual grime, dirt, dings, scratches and neglect), it's the swirl marks, or "spider webs", as we often call them. These are the tiny, microscopic, and even sometimes obvious, circular scratches visible in your paint surface under certain lighting. We all probably have them, since our vehicles have been used, washed and cleaned many times. What is amazing to me, however, is that they are observable in so many new-car showrooms across the country. I marvel that at even many high-end car dealerships, swirl marks actually appear on what was once a magnificently new and brilliant surface. I can assure you that the manufacturer didn't put them on their finished product. The fact is that most cars have them. But how did they get there?

The obvious way would be due to car cleaning and a lack of education. Without going into much detail about painted surfaces, the car paint is the skin or the shell of the body. And even though the paint is strong and durable, it is still extremely sensitive and subject to scratches. Unlike our skin, which constantly regenerates itself by producing new cells, once the paint is scratched it becomes difficult to heal. It can be done, but often takes professional care to remove the swirl marks. The best way to deal with the problem is to avoid the problem altogether.

This article presents some ideas and observations, but by no means offers the only ways to escape the affliction. Hopefully

you will find it useful, recognizing that the way you treat your 36-month lease or servant car (the one that takes you to and from work and on errands) may be totally different from the way you treat your garage queen or Concours investment.

As we already discussed, avoidance is the best strategy in escaping scratchy swirl marks. The first and best thing we can do is to keep other people from washing our car! By other people, I'm talking about neighborhood-school-charity car washes (the only thing I would let them clean are my tires - on the top side), and most all "professional" car washers. These are the ones that hang out in downtown office garages, have a workstation tent at a gas station, or come to your house. Many of these experts usually fall into only a slightly higher category than the high schoolers. Because "professional" usually means that they make a living doing this, not that they necessarily know what they are doing. There are exceptions, of course, but most of them are not experts. Avoid taking your baby through automated garages, even brushless ones. And last, another sure way to guarantee spider webs and ruin your surface is to have your kids wash your car! Swirl marks are caused by abrasive action on your paint, which occurs using the wrong materials when cleaning your car.

One of the best inventions for cleaning and taking care of sensitive surfaces has been the invention of the "Microfiber

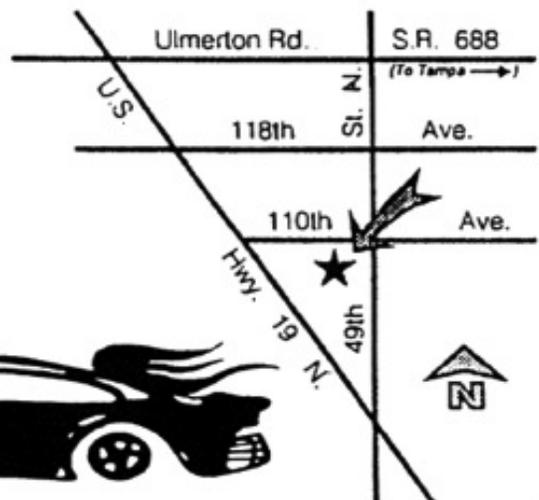
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Towel”. You see them everywhere, particularly at detail shops and car shows, where most everyone uses them. They have become the weapon of choice by most true experts. Microfibers have a lot of advantages in paint care over the traditional cotton rag, lambs wool, chamois, natural sponges, or anything else. These towels are soft on your paint surface, and practically 100% scratch proof if used properly. They are extremely durable and can be used multiple times when given proper care. They are also fairly inexpensive. It’s hard to find anything that produces the same exceptional results for washing, cleaning and polishing car surfaces. For drying, these towels are extremely absorbent, capable of holding many times their weight, which makes them an exceptional tool for moist surfaces.

Microfiber towels are fully synthetic, or man-made. They are made up of a combination of polyester and polyamide, with different weave patterns for different uses. I know what polyester is because I had a suit made of that material at one time. But polyamide, just know it has something to do with absorption capabilities. (Google can help with this, if you like.) Microfiber has many uses today and is used to make mats, knits, weaves for apparel, upholstery, industrial filters and, of course, cleaning towels. Many athletic-wear manufactures are now using microfiber materials because of their softness, coolness and absorption qualities. The shape, size and combination of synthetic fibers are selected for specific and certain characteristics such as softness, toughness, absorption or repellency of water, electrostatics, and filtering capabilities.

For our purposes, the towels we want are generally a 70-30 mix of polyester and polyamides, although an 80-20 mix may be slightly better for polishing. It has less absorption qualities but more polishing attributes. The weave can also vary greatly. Typically a thinner weave is more abrasive than a heavier one, and often good for window, interior and wheel use. The heavier weaves or fluffier ones are excellent for cleaner and wax removal, providing plenty of space to trap the material. The waffle or wide weave is for drying and has superior absorption capabilities. A good size to get for your general towels is the 16x16 inch. They fold into quarters and make eight “pies”. Smaller dimensions can be better for the interior, wheels and windows.

As far as colors, there are some differences. The dye used in the darker color towels is heavier and makes towels feel less soft. So a black, dark red or dark green towel will be a bit rougher than a light blue, yellow or white towel. In addition, darker colors may bleed in the wash but lighter colors can show dirt, which may be good or bad. The main reason for so many colors is so you can distinguish which

color to use for what purpose. For example, pick a color for wax removal and another color for polishing, another color for the interior, and another for the windows. Depending on how technical you want to be, or how crazy you already are, you can use six different weaves and distinct colored towels (not counting the microfiber application pad). There is a towel designed for drying, one for polish removal, one for wax removal, one for surface polishing, another one for the interior, one for the windows; and, lastly, the wheels. You can decide, but it is not a good idea to use the same towel for multiple activities. You can use one type of weave and color if you want, but change to a fresh towel.

In recent years the use and demand for microfiber products has exploded, and like any other boom, new producers have been popping up everywhere, particularly in Asia. Many, not all, are manufacturing low quality products to compete only on price. There is obviously some disparity on the quality of towels one can purchase. A dead giveaway of poor quality can be seen on the edge of the towel. Volume producers heat-cut the material, and with a little heat comes melting, which can produce a hard rough edge and damage your paint. Take a look at how the edge of the towel is finished.

Another giveaway is towel density or weave. As in fine Persian rugs, you want a higher density. The range for quality weaves is in the 90,000 to 225,000 fibers per square inch. Microfiber fibers are typically 1/100th the thinness of a human hair, so unless you have the time to count them the label is a good place to start. Cheap towels are thinner and have short naps, have less weave per square inch, and weigh less. They are good for cleaning certain things, but not for polishing.

As in everything else, more expensive towels cost more for a reason. High craftsmanship is expensive, and you know the rest of the story. It’s hard to beat good quality microfiber towels when it comes to softness, gentleness, polishing, drying, and cleaning capabilities on the paint surface.

Now you can say goodbye to the spiders ...

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St. Augustine, FL 32092



1952 Glöckler-Porsche Roadster driving onto the Amelia Concours show field with Sunday morning dew.
Photograph by Connie Schmitt