

The FOGlight



The Official Newsletter of the Porsche 356 Florida Owners Group.

Summer 2024



Memorial Day Drive

Annual Membership Directory Issue



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Alan Winer	2013 - 2020
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Mike Davis	2010 - 2011
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The FOGLight is the official publication of the Porsche 356 Florida Owners Group (FOG). It is published quarterly. Send articles, photos and suggestions to: Robin Hoffman, FOGLight Editor at RobinCHoffman@hotmail.com

On the cover: Paul Raben submitted this photo of his 64/C Hard Top Cab during the City of Fort Lauderdale Memorial Day service.



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Upcoming Events

September 19-21, 2024 – The Highway 356 Reunion in Helen, GA
<https://southavenuespeedshop.com/local-events/southern-356-drive/>
September 22, 2024 – Drive Your 356 Day, get out there and drive your car!
October 19, 2024 – Oktoberfest Concours/BBQ/Swap Meet in Cocoa, FL

Monthly Regional Meetings

If you are interested in suggesting or organizing a FOG statewide or regional event, contact Steve Hoffman, Events Chair, or your regional coordinator listed below.

One of the great 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. Contact Chris Edebohl at chris.edebohls@gmail.com or (407) 312-7329.

East Coast Florida (Vero Beach) Breakfast on the second Sunday of each month at 9 am at Panera Bread on 2001 Indian River Blvd. Contact Charles Weary at cweary1@gmail.com or (715) 661-2344.

Northeast Florida (Jacksonville area) Breakfast first Saturday of each month. Lunch tours occasionally. Contact Jim Voss at vossjax@bellsouth.net or at (904) 514-3038.

Northwest Florida (Panhandle area) Events vary. Contact Dave Jerome at dmjerome52@cox.net or (850) 240-3610.

Southeast Florida Breakfast first Saturday of every month. Contact Steve Bamdas at Steveb@rivamotorsports.com or Paul Raben at praben356@gmail.com.

Southwest Florida (Sarasota area) Last Saturday of each month at 9 am at First Watch Restaurant, 8306 Market St, Bradenton. Contact Fernando Lopez at (727) 417-1120 or mk2lopez@yahoo.com.

Welcome New Members

Sid Collins	Orlando	* Returning Member
James Horwat	Hawthorne	1963 B Coupe
Mark Hutto	Jacksonville	1958 Speedster Super
Daniel McConnell	Orlando	1953 Bent Window 365 Coupe
Patrick McMahon	Jupiter	1957 Speedster
Charles Weary	Vero Beach	1965 C Coupe
Rebecca Wolanin	Chuluota	1956 Coupe

President's Message

Summer seems to have come a little early to our area. With temperatures in the nineties and triple digits it becomes a little challenging to drive our 356's. Because of that Terry Cohen who runs the drive those cars contest told me that he and others' totals have been low. Peggy and I have been toughing it out and will take the 356 out when we can and have added another 300 miles to our total. Our members Frostie and Rosemarie Schneeman added 3,900 miles to their total while at the International 356 meeting in Portugal! So please continue to support the contest no matter where you are and please send in those totals to Terry when asked. It will be much appreciated.



Speaking of traveling, Peggy and I took a river cruise south on the Rhine this spring which was great. Whenever we schedule a trip to another country we plan a driving adventure as part of the trip. I am including this nugget for two reasons. First is that on day one on the ship, as we are relaxing and preparing to start lunch, Peggy and I see a person inline to get food and realize we know this person. I approached the person who coincidently was Julie Silvi from our club, she was just as surprised as we were. She and Evan just happen to be on the same cruise, at the same time, as we were. They were cruising with a group of friends and we got to see them daily. It's a small world after all, go figure. Secondly, while we did not have the 356 with us, driving around Switzerland is amazing. Whenever we rent a vehicle in another country inevitably, we always say 'how fun it would be in the 356' - like Frostie and Rosemarie did. Fortunately, in every country where we have rented a car, they drive on the right! We have driven in Iceland, Portugal, Mexico (which was a poorly maintained rusty jeep) and now Switzerland. All have been wonderful. We were surprised to see only three Porsches during our trip!

I need to get on my soapbox here and get serious about the club. Recently, Robin Hoffman, our wonderful FOGLight editor, informed me that at the end of this year she will no longer be able to be our editor. Now we are looking for someone to fill the job of editor to replace Robin. I personally want to thank Robin for stepping up when Janis Croft decided it was time to move on after doing it for years. It takes a special person to want to volunteer and we need a special person to take over for Robin in 2025. Terry Cohen suggested we have more than one person to handle the job. If you are interested, please contact me to discuss. Keep in mind that if no one feels like helping we will lose the print copy of the newsletter and probably will only be able to produce an electronic version which I would not like to see happen.

Getting back to content, it is only a matter of sitting down at your computer or phone (that, I know all of you look at each and every day) and send a photo, write a paragraph of what trip you took or of what you did this past weekend with the 356. It's a few minutes of your time to help with the club. Clubs live and die with or without participation. Send your contributions whatever they may be to Robin at robinhoffman@hotmail.com. Speaking of participation, I am starting early to ask for candidates for trustees before the end of the year. There will be three openings for trustees at election time. With six months to go we are

looking for people interested in running. Please let me know if you would like to be on the ballot so we don't have to scramble in December for enough candidates.

Consider that without the FOGLight we may lose advertisers that have provided income, support and sponsorship for the GOF. Furthermore, without trustees we cannot run the club. We can do this together, we just need to put a little effort into helping to maintain the club the way it has been for years. So please think about working on FOGLight in any capacity and running for election at the end of the year. I want to close by thanking Robin for the great work she has done as editor of the newsletter. I know it wasn't easy stepping in after Janis retired. Job well done and we all should thank her. As always, I want to thank all the members of FOG for supporting our club!

Paul Raben
FOG President



Switzerland is beautiful

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FOG TWO Million Mile Mission

Drive Those Cars 2024

Article by Terry Cohen
Photos by John Lovejoy III while driving in Europe

Hello again from Mileage Zentrum. I am happy to report we have had some real yeoman efforts since our last communication. It is a truism for just about all of us that as the weather turns hot, our 356s hibernate (Speedster nee SC Coupe Jack Kasmer and Mark Pribanic aside). Several of our members were extremely fortunate to attend the 49th International Porsche 356 Meeting in Estoril, Portugal in early May and I know at least one couple were still exploring Europe as recently as Memorial Day. These lucky individuals included the Getchells, Schneemans and younger Lovejoys. I hope they will share their adventures with us. These participants really racked up some miles, so thanks and congratulations!

Summer finds a number of us headed North on vacation or to summer homes and family. Often this means perfect 356 weather and miles on cars which get to go along or have been waiting all winter for their pilots to return. I am planning a couple Northern excursions and hope to give my mileage a boost. Those who will be battling the summer heat I encourage to get out early in the morning or once the sun has set and at least enjoy our beasts in semi-tolerable temperatures.

As of my last column, we were 3,873 miles shy of our next major milestone of 1.5 million miles. I am happy to report that our collective efforts have put that far in the rear view mirror. We added 29,019 miles so far this quarter for a total YTD of 44,266 miles. I'm hoping we can get close to the 1.6 million mile mark by the end of the year. Let's go Team!

And now, our TOP 10 Contributors to date:

1. John Lovejoy III	6248
2. Glen Getchell	4569
3. Frostie Schneeman	3900
4. Jack Kasmer	2883
5. Todd Williams	2361
6. Jim Spears	2225
7. Jerry Holderness	1859
8. Paul Raben	1470
9. Bill Cooper	1233
10. Steve Martin	1112

So, there we are not quite halfway through 2024. I am hoping everybody has a great summer and manages to spin their tires. There are some great events coming up and I'm hoping to hear of great trips and good camaraderie.

I have been reaching out to some of our stalwart mileage mongers. Sharon Cobb reported her 356C Cab is still having reparative therapy after her breakdown after last year's East Coast Holiday. Marc Pribanic hasn't submitted any numbers, but when he does, I suspect they will be prodigious. Karen Walker told me she was off to Maine but is leaving her Continental coupe hibernating here in Florida. Steve and Lynn Bamdas are headed to the PCA Parade in Alabama, but in a more modern conveyance (with air conditioning). I am sure there will be other FOGgers headed there as well and I'm optimistic that that will include some 356s. The trips I've planned for myself come in slightly cooler September.

We had a wonderful GOF this year and I'm looking forward to seeing everyone in the months to come. Enjoy your summer and get some miles when it's not too hot. Please keep your mileage coming my way and remember no contribution is too small. Please send your mileage to me at tcohenmd356@gmail.com.

Keep the 356 Faith and Drive Those Cars!!!



Frostie Schneeman
collecting miles
in Europe



John Lovejoy enjoying
the mountain views



The Archives

by Terry Cohen

Welcome to a new and somewhat ambitious undertaking. I cavalierly thought it would be an excellent idea to have a new function for a club member to act as the Historian. I, having been a member of FOG from back in the very beginning of the club around 1990, thought it would be nice to go back and reflect on some of the things we have done in our almost 35 year existence and to document these things for posterity. The rest of the Board of Trustees thought it was a great idea. So, when I returned from a bathroom break, I learned I was the inaugural duly elected FOG Historian.

Two lessons there. First, be careful what you ask for. Secondly, never be absent when a volunteer is needed. All kidding aside, I think this should prove to be a fun endeavor and it will allow all of us to share in the rich history of our club.

So, as I have mulled this over in my mind since that illustrious day, I am having a variety of ideas. I must admit that there are many details which I never was particularly knowledgeable about and then there is the fog (FOG?) of my memory. Photographs, which people now accumulate by the score on their cellphones, required deliberate efforts to obtain and didn't always come out so great. I have my share of photos from those days, but I am reaching out to our more senior members to see if they can help me with good examples from their collections. More importantly, I would be most appreciative if you could reach out to me and help me with your own stories and recollections.

I hope everyone who can help me make this a worthy venture will contact me. I am anxious to hear from anybody and everybody who has something to add. You can reach me by my email which is the same as I use for the Drive Those Cars Contest. It is tcohenmd356@gmail.com.



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Isabel's Adventures

Palms to Pines 356 Drive

Article and photos by John F. Lovejoy Jr. MD

My son John invited me to join him on this escapade, the Palms to Pines annual drive organized by the 356 Southern California group. It began in Los Angeles at Willhoit Auto Restoration where we picked up John's car, Isabel. John had driven Isabel from Orlando to San Diego (chronicled in the Spring 2024 FOGlight) where he had Autos International put on a new top and perform some interior work. Isabel was then delivered to John Willhoit to address oil leaks and tune the engine. John W. determined that the engine needed a rebuild and his team completed it in time for us to join the Palms to Pines drive. It was a pleasure to meet John Willhoit and his team and to tour his workshop and car collection.



After an overnight stay in Long Beach CA, we awoke early to follow John W. and other 356 enthusiasts across southern California to the Oak Ree mountains. There we met up with another 356 group going to the meet, including Rod Emory and Gary Emory. From there the terrain turned into desert and wind turbines but we made it to Palm Springs. That evening we were hosted at a dinner at the Palm Springs Porsche dealership. The next day we all gathered for a drive into the mountains. It was an amazing group of cars, 356's of all variety. The drive through the mountains was fascinating. Beginning at sea level we climbed, driving along two-lane curvy roads to about 6000 feet to Idlewild, a miniature Swiss village in the middle of the mountains. We went from sunshine to clouds and rain, and then sunshine again! Scenic curving roads were carved out of mountains and leveled to a flat forest drive and then down the mountain to an overlook of Palm Springs. Top down, top up, top down and wonderful fellowship with the fellow drivers. Everyone was invited to a grand dinner at one of the club member's homes in an exclusive neighborhood.



After a good night sleep, we awoke and headed to coffee and donuts, said our goodbyes, and drove back to LA. In LA, John and I headed to the Peterson Auto Museum. Unbeknownst to us, that Sunday morning was a cars and coffee event. When we arrived, the staff thought we were with one of the car clubs and gave us a prime parking spot with other classic cars! The museum was astonishing and after a couple of hours, John decided we needed to cruise the famous Mulholland drive. We ended by driving through the Griffith Observatory before heading back to Willhoit Auto Restoration to drop off the car.

A great trip in Isabel to share with my son and a California drive to remember!



Updates from the Regions

Our 356 Florida Owners Group covers a huge area so we have monthly gatherings in many different locations monthly. Check out the schedule on page 2 of FOGLight and come out to join the fun. And while you're there, snap a photo or two and write a note about your experience and it will be shared here.

Southwest Region's Gathering – Sarasota

Note and photos by Pete Bartelli

Eight SW Foggies met for breakfast at the usual spot, First Watch Restaurant, in Lakewood Ranch on Saturday, May 25th.

Four hardcore 356 pilots endured the rather HOT 94° morning drive while four others, not to be named, rode in sheer air conditioned comfort in their "alternative" Porsche (...and an Audi). OK...so maybe Joe, Dennis, Rick and Gerry had the right idea. I really like driving "Frau Gelb" but that hot summer air sucks most of the fun out of it. The food was great and the camaraderie even better, lasting long after the breakfast was over. See you next month!!



Driving a 356 in the Florida summer is only for the most hardcore owners



Everyone enjoys FOG camaraderie

Northeast Region's Gathering – St. Augustine

Photo submitted by Janis Croft



Spending the day together

East Coast Gathering – Vero

Note by Steve Hoffman. Photos by David Kelly

We had our inaugural FOG gathering in Vero in April with five 356's attending. It was a good start and we hope to see more cars and FOG members come out in the future. Welcome to the club Charles Weary and thank you for being on point for our gatherings on the East Coast.



Three generations of Weary men

FOGgies at Parade

Note and photos by Robin Hoffman

PCA Porsche Parade was in Birmingham, AL this year in early June and we had a strong showing of FOG members attend. It is like herding cats to try and get a photo of us all together, but we got most of us together at the Welcome Party the first night. On Monday, Joe Owen took top honors in his 1963 Carrera 2 during the Concours d'Elegance and Bill Cooper won 2nd place in the Hagerty Youth Judging with his 911. The concours was held under the overpass at the Birmingham Convention Center so it stayed relatively cool and comfortable for the day.



FOG members in Birmingham



The kids picked the winner

First in Class at Parade

Article and photos by Pete Bartelli

On June 10th, our own Joe Owen subjected his 1963 Carrera 2000 GS coupe to the discerning eyes of six judges in the Restoration (FULL) Class at the 2024 PCA Parade Concours in Birmingham, AL. Restoration (FULL) means the exterior, interior, trunk, engine, undercarriage front and undercarriage rear are thoroughly inspected and evaluated equally for authenticity and condition. A perfect score is 300 points and deductions for flaws are taken very liberally.

Joe's journey to this point started shortly after the Gathering of the Faithful (GoF) when Joe asked me to help him prepare his coupe for the concours. Cleaning every square inch of the car, inside and out, is mandatory, so Joe spent nearly 50 hours just on the undercarriage while I tended to some painting tasks but mostly just watched him work. Nothing could be left to chance, so every detail was made as perfect as possible. After two months, the result was so stunning. I told Joe he had a chance for a trophy, a remarkable feat for a first timer in the restoration class.

Joe's Carrera faced stiff competition in the class from a 1958 Speedster and a 1959 Convertible D, but we were still confident...kinda. The judges were extremely thorough and appreciative of the chance to see such a good example but gave no encouragement. When the results of the class judging was posted some two hours later, Joe raced up to the bulletin board and with a BIG simile proclaimed "First in Class!" Indeed... an amazing 299.2 points out of 300 and a Gmund Gold Level

of Achievement medal (only TWO awarded at this Parade). Congratulations Joe!



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If It's Tuesday, This Must Be Belgium

Article and photos by Glen Getchell

This was the title for a 1969 movie that in many ways sums up our European Adventure to take part in the 49th Annual International 356 Meet In Portugal. This five week adventure took us through 8 countries over a course of nearly 5,000 miles (not Kilometers).

Chapter 1 "Those Freaking &\$\$ Germans!"

We are home taking a break from packing when the phone rang. It's my friend Frostie Schneemann, FOG member, German Snow Bird, and instigator extraordinaire calling me from Germany. (It was Frostie who initiated this whole insane plan.) "Hi Glen. We have a problem." My reaction was "No we don't, stop screwing with me". But I was wrong. "German customs won't release your car. They released my 968, but they won't release the 356." (To make this a bit more understandable, Frostie shipped a 968 in a container with "Rudy" our 356, assuring the cars would arrive in plenty of time). My response? "Why?" "Nobody knows, but we got plenty of time still, so don't worry about it." Ya, right! Don't worry. Ha! Worry is my middle name.



Preparing for the big trip

We arrived in Munich a week before our adventure was due to start. We would use this pre-departure time to explore Munich by foot and then hang with Frostie and Rosemarie for couple of days at their house in Arnsdorf. While in Munich, Frostie and I would have several phone calls regarding the status of "Rudy". The tenor of each call declined. It had gone from "Don't worry about it" to "They still won't release the car, what are we going to do?" In fact, it was starting to seem like German Customs was now inventing paperwork on the spot. Panic was starting to set in. I contacted the shipper myself and the bottom line was, it was out of my hands. After a week of unnecessary customs nonsense, they released the car. However, the elation did not last long as we ran headlong into another problem. It would take three days to ship the car by truck to Bavaria (don't ask why?). This would fall into the weekend, and German law says that you can't drive a truck on weekends (or at least Sundays) and apparently the driver must be able to sleep in his own bed on Sunday (or some kind of weird rule). Really!? The details of why didn't matter as much as the fact was that now that the 356

had been released, we could not get it trucked down as it was now the end of the week. This is a disaster, right? Nope! Frostie and I are smarter than the average bears so we had worked into our schedule time for things to go wrong, because if I'm close by, something will go wrong. So, the cars would instead be shipped Monday, and I would still get "Rudy" the day before we start. Immediately the shipper slapped us into an unforeseen reality. Wednesday May 1st, the day the cars would arrive, is a German Holiday. Truckers are not allowed to drive on Holidays, (and oh yea, something about being able to sleep in their own beds came up again). That would mean the cars could not be shipped till the 2nd, the day we were to leave, literally weeks after the car's arrival in Germany. Ya, now it's a disaster! Panic set in. Frostie immediately started trying to find a way to ship the 356 (968 be damned). This had become serious. We were still in Munich while this was taking place, and to say Frostie was having little success would be an understatement. The shipper was well aware of the situation and was not immune to the stress either due to Frostie's constant reminders of our timeline and his commitments. In the meantime, I had developed a plan B where I would drop Mary off on the train to Frostie's as planned (with the exception of me not being on it), and then would take a Bullet Train to Bremerhaven and drive "Rudy" to Bavaria non-stop which would put us back on schedule. This plan B I felt was all but a certainty.

As I'm looking for train tickets, I get a call, from Frostie, that the shipper has found someone to ship Rudy to his mechanic's shop. The car will arrive Saturday morning at the shop, there must be someone there to receive it and the driver must be paid in cash. Still being in Munich, there is nothing I can do. Frostie indicates that the problem is solved, and he'll see us in a couple of days. Don't worry!



The Alps

It is now Saturday afternoon, and we are enjoying a coffee outside the BMW museum when I decide to check my e-mail. Instantly our relaxation turned to pure panic. The following e-mail had been sent hours earlier by the shipper. "Good morning Glen, I can't reach Mr. Schneemann and also not the garage. I hope somebody is there." That causes stomach pain. Ahh! No one to collect the car? No one to pay the driver? This is hours after the car was to be delivered. I feel faint. I tried to call both Frostie and the shipper to no avail. Minutes seemed like hours as every modern-day form of communication went unanswered. Repeatedly. As my meltdown was starting to become evident to the BMW faithful in the area, the shipper called me back on his private number and indicated that all is well, the owner of the shop showed up and fronted my bill. The car was safely in Bavaria. The problem was solved. It was time for a brat and beers.

On Sunday we took the train to Frostie's house and the relief over the car was palpable. We had a blast at Frostie's. He took us to Beer Festivals, German Spa, and after picking up the car and charging its deader than dead battery (because customs must have put the radio on and put the key on accessory), we drove "Rudy" along with "Henry" (Frostie's German based 356) to Austria to meet up with the German 356 Club for a breakfast.

On Thursday May 2nd we started our drive towards Portugal. Our route would of course run through Germany where we drove a true 90 mph on the Autobahn for much of the time with a period in triple digits with a top speed of 104 mph (all GPS confirmed). We then touched Austria, and sliced into Switzerland (which for us consisted of horrendous traffic, torrential rain, and tunnels). Once in France we would meet up with a pleasant German from Stuttgart named Gerhard in a 356 A Cab (who builds "Singer" style 964s through his company GS Manufacture).

That evening we told Gerhard the customs story. His response (as a "German" who has shipped hundred of cars) "You NEVER ship to Germany. They are too German! Ship to Holland instead." Lesson learned!

Now a three 356 convoy we headed across France to Bordeaux and a planned rendezvous with John Lovejoy Jr. and Sr. who were making their way from England.

As for the 968? I hear it made it to Bavaria.

Stay tuned for Chapter 2 "An Outlaw named Isabella."



356s drew stares wherever we went



Inn for the night



Frostie and Glen sharing a German beer



Onward to Portugal





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