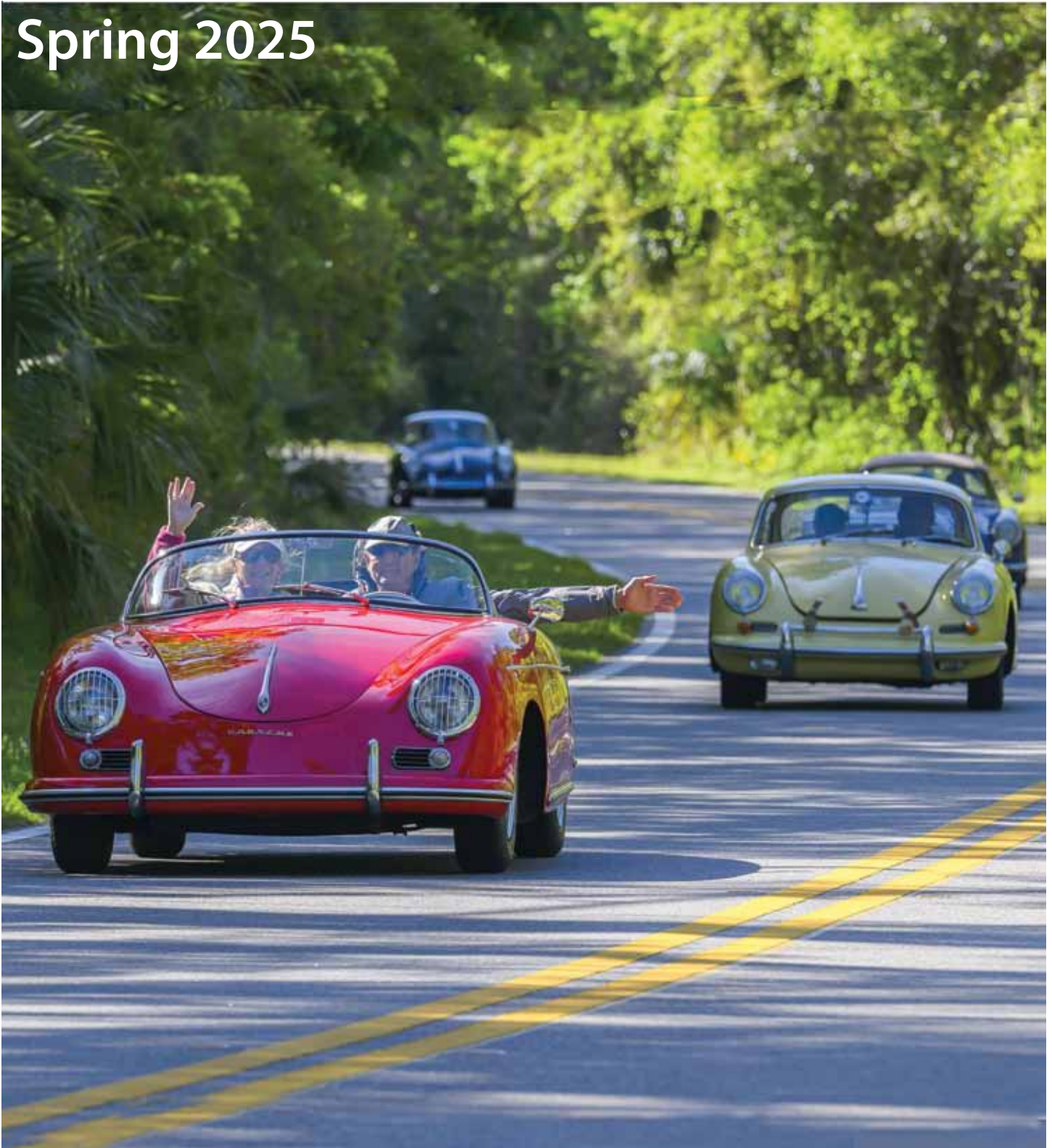


The FOGlight



The Official Newsletter of the Porsche 356 Florida Owners Group.

Spring 2025



Gathering of the Faithful



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Paul Raben 2021-2024

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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 quarterly. Send articles, photos and suggestions to: Cynthia Kenemuth, FOGlight Editor at kenmike2@yahoo.com

On the Cover: Iris Bolt and Ross Silverbach lead the pack in their 1955 Red Speedster during one of the great drives at the 2025 Gathering of the Faithful. Photo by David Witty.

Cape Canaveral Lighthouse tour.
Photo by David Witty.



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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. Contact Chris Edebohls 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. Contact Debbie Cooper at debbiecooper@verizon.net or at (484) 437-9779.

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

Douglas Dale	Indian Harbour Beach	
John Galson	Ave Maria, PA	59 356 A Cab
Russell & Sharon Hughes	Ponte Vedra Beach	58 356 A Cab
Timothy & Mary Lane	Gainesville	62 Notchback
Steve Laurenzano	Newberry	62 356 B Coupe
Bob & Sandy Levy	Orlando	61 B Cab
Phil & Nancy Planck	Nokomis	63/T6B Coupe
Charlie Presta	Racine, WI	64 Coupe
Stephen & Barbara Proctor	Spring Hill, TN	58 356A Speedster
Tom & Pat Roos	Durham, NC	56 Coupe
Danny & Cathy Saxton	Marietta, GA	64 C Coupe
Dan & Arleen Simonson	Plantation	356 B Coupe
Philip & Lynn Wasylina	Ormond Beach	64 C
Mitch & Bobbie Weller	Palatka	

President's Message

As you are reading this the Gathering of the Faithful has happened and hopefully you were able to attend. Peggy and I made plans last June and with the help of volunteers, we believe it went well. There were a lot of activities and drives to keep everyone entertained. We returned to the Hilton Rialto Melbourne and the American Muscle Car Museum for the concours as it presented itself as the best location. We joined the Classic Car Club at the location for a combined event that included an estimated 500 of their members. I feel it was an impressive event that had something for everyone and the really great weather was the icing on the cake.

My only disappointment was my 356 was not running by the time we traveled to Melbourne. I have an ongoing problem with the car, and it is now in the shop for the fourth time. I know it is an old car but it is frustrating to keep fixing the same thing over and over. We all go through this to some extent, and I assume we feel the same frustration when it needs to be addressed. I am spending a large amount to prevent it from happening again and am keeping my fingers crossed that this time it will be fixed once and for all. Unfortunately, it is still not fixed.

On a serious note, I want to let the members know that I am resigning as President of the club. There are two reasons for this resignation. First, I have been a Guardian ad Litem volunteer for over five years and my caseload has increased to the point where it is taking a lot of time. Because of this, I don't feel I am doing justice to the club and feel it is time for someone to take over. Secondly, we have been able to add two new trustees that will bring energy to the club. Robin Hoffman is taking over as Vice President and Carlos Cendejas will be the new social media chair as well as a trustee. The big announcement is that Terry Cohen has agreed to take over as President. Please support our newly appointed officers and trustees.

I am keeping it brief as I want to allow our new FOGlight Editor Cynthia to introduce herself and I am asking that everyone gives her your full support! Thank you.

Paul Raben, *FOG Ex-President*

Well, I have to say that I hadn't planned on writing this column for this issue of FOGlight or, for that matter, any upcoming issue in the near future. Paul Raben approached me at the conclusion of the Gathering of the Faithful event in Melbourne during the Concours with a serious voice and dour expression. Uh oh! What's up? He then proceeded to explain that he was ready to turn over the reins of FOG to a new president. He was approaching me to see if I would agree to step up. He had already done informal polling of the Board of Trustees, and they all favored the choice, so I said let me think about it until the awards ceremony that night.

I have to say that I knew by occupying the vice president slot in our club that it was obvious that I would be making this decision sooner or later. I was very content to assist the incredibly capable and hardworking Rabens over these years. They have done a great job getting the locales for the GOFs and doing an amazing amount of legwork. It will be a high bar to try to match their accomplishments. That being said, I look forward to serving the club and our wonderful membership. I have a strong backing



from a very willing Board of Trustees and a superb vice president in Robin Hoffman. This should be a fun and rewarding endeavor.

The trustees had discussions after the members' meeting regarding various club goals. Certainly, the foremost goal is to work on the next GOF that will be held a year from now. We had a lot of suggestions, especially in terms of new venues in areas we have not visited before. I'm hoping that we can find someplace new that is not inordinately expensive, that offers interesting drives, and entertaining local attractions. We will explore as many of these as possible with an eye not just towards 2026 GOF, but for future events as well. I have been a member of FOG since its inception in 1993. We used to have sporadic events at interesting locations, but we were a smaller group then and were really trying to feel our way to a good format. I think our present setup with the yearly GOF works well in conjunction with the monthly regional meetings. I would like to get a more organized SE Region going with those meetings. I will be pursuing this as we go forward, so I am hoping to establish an email group of members who will be in this area. Expect to hear from me and I hope we can get this going. Lastly, we have established an exploratory committee to look at the possibility of holding an East Coast Holiday in Florida. Because this would be a national event, we will be looking towards the northern part of the state to make the journey less daunting for those traveling longer distances. We will be exploring what the optimal timing as a summer event definitely won't work well with our heat, humidity, rain and non-air-conditioned cars. We welcome any thoughts or suggestions from the general membership.

That's all for now and I hope everyone stays well and wears out some 356 tires. Long may you run!

Terry Cohen, *FOG President*

From the Editor

Howdy fellow 356 enthusiasts! I am very excited to be the new editor and looking forward to bringing you the latest news from our members here in the great State of Florida. I took this position so I could get the "inside scoop" on everything 356. I am bringing to this publication a thirst for knowledge and curiosity. I am also going to be writing about our restoration adventures and will be looking to fellow members for advice and tips. So far, Steve Hoffman and his team at 356 Unlimited have the engine purring like a kitten! The car, affectionally named "Brigitte", just got out of the dipper and a special thanks to Austin at Stuttgart Restoration for all his help with primer and the future bodywork. I met lots of members at the last GOF and I know there are plenty of members who will be able to contribute stories to fill the pages for years to come. Thank you to Robin Hoffman who is passing on her wisdom and for mentoring me through this edition. I look forward to creating future newsletters and to making new friendships.

Please send any articles, stories, or tech tips to kenmike2@yahoo.com.

Cynthia Kenemuth, *FOGlight Editor*



FOG TWO Million Mile Mission

Drive Those Cars 2025

by Terry Cohen

Here we are already starting a new season of the perennial favorite game, Drive Those Cars! We had great participation last year and surpassed our 2024 total. As I stated in my last column, I am hoping that this year we will have enough mileage to surpass 1.75 million miles and start zeroing in on the 2 million mile mark.

Last year we had a few members who took European trips including the 356 Meet in Portugal. Glen Getchell and John Lovejoy III posted big numbers due to that escapade. I know Pete Bartelli is headed to Europe this summer and is planning to get back to his roots in Northern Italy. Pete always surprises me with his miles, so I think this could be the year he posts a really big number. I've signed up for the West Coast Holiday in Colorado Springs and I am planning on driving. Wish me luck! I hope we have some others who will have the fortitude to make the trek. Caravan anyone???

By the time you read this, the Gathering of the Faithful will have concluded. I implore everyone who attended this year to send me their miles when our next collection of miles is due in late May or early June. I may reach out to you to prod a little! Sometimes a friendly reminder helps.

Here are the results for 2025 so far. I know this is a small fraction of the actual miles out there. I will try to mine miles from all of you for our next entry in June.

Pete Bartelli	Venice	1560
John Reker	Winter Park	1314
Jerry Holderness	St. Petersburg	1124
Paulette Hilsman	Boca Raton	614
Terry Cohen	Boca Raton	557
Jim Shartzter	Boca Raton	409
Toby Anderson	Vero Beach	334
Bill Cooper	St. Augustine	313
Chip Reichhart	Vero Beach	301
Karen Walker	Cocoa	277
Steve Bamdas	Lighthouse Point	247
Steve Hoffman	Cocoa	221
Jeff Wolters	Clearwater	160
Fred Thatcher	Labadie, MO	112
Jim Spears	N. Reddington Beach	5

So let this be an inspiration or just a kick in the pants to get out there and drive those beautiful jewels! Keep the 356 Faith and Drive Those Cars.



Ready to ride

Top Ten Pointers For Driving Ten Thousand Miles In Your 356 In 365 days

by John Lovejoy III

1. Plan exciting adventures!

Be creative and use your imagination. Local meets, holidays, cross country trips, and international gatherings are great ways to rack up the miles.

2. Create yourself a budget so you know the minimal amount you're going to spend.

Ten thousand miles can be expensive, plan appropriately to decrease stress and stay focused on driving.

3. Discuss your plans with friends and family.

There is nothing like bonding in a 356, especially with the right co-pilot next to you.

4. Seek out like minded 356 owners.

Driving with friends is a great way to increase the fun quotient. Sharing experiences, helping each other in times of stress and distress, and periodically getting lost together, builds lasting bonds between 356 owners.

5. Build in extra time for every trip.

Don't rush, enjoy the drive but relish the journey. Take advantage of the special activities, towns and cities, and scenery through which you travel.

6. You can never have enough spare parts.

The 356 has all kinds of small hidden spaces, use all of them to hold extra parts and make notes where they stored so you find them quickly in a crisis.

7. Have your favorite mechanic(s) on speed dial!

The unexpected should be expected. No matter how well you have prepared your car, it is at least 60 years old! Oh, and new parts can fail too... Always know who you can call for advice and research your destinations to find what local shops can bail you out in an emergency.

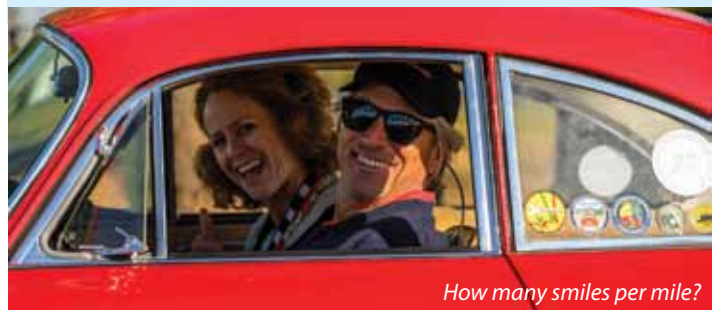
8. The road less traveled is often the most fun but can have increased risks.

Balance fun and safety. Explore unfamiliar areas cautiously and lean on the expertise of locals to guide you when possible.

9. Take lots of photos!

Memories fade but photos can last a lifetime. Record your adventures not only as a personal memoir but also to invigorate your fellow 356 friends so they are stimulated to add more miles to their odometers.

10. Have Fun!!!



How many smiles per mile?

Isabel's West Coast Holiday

Article and photos by John Lovejoy III

With the sunrise, Isabel found herself back in the City of Angeles. Classic Automobile Relocation Services (CARS) smoothly and professionally flew her back to the states. Europe seemed like a distant sweet dream. After 6 months of touring on the other side of the pond, she had returned to California to participate in the West Coast Holiday. Upon arrival, she was taken in by Willhoit Auto Restorations for an inspection and service. After an oil change and tune-up, she was scrubbed down, polished, and ready to run. My father and I flew west to join her. After our reunion, we loaded up our gear, fueled Isabel, and then headed to Taco Masa to fill our own "empty tanks". Soon we were headed to the Port of Los Angeles where we stopped for a tour of the Battleship Iowa. The history of this great vessel was quite stirring and educational. We then proceeded north along the coast to Santa Barbara, enjoying a lovely meal and then crashing hard for the night.



The Battleship Iowa

The next day we awoke early and headed to registration to orient ourselves to the Holiday events. The staff was fantastic and well organized. On one table they arranged multiple posters each depicting one option for a scenic drive. People were picking over them as if at a swap meet, looking for that hidden prize in the stack, passing on what they found less appealing, and discussing each like a sage expert. We photographed those we thought would be most exciting, but in the end, intentionally and unintentionally we created a build your own experience with portions of all three. Next, we checked in with Diane at the Goodie Shop. Still setting up, Diane was her usual energetic and amazing self. We dropped off our Goodie bags in the room and headed for the open road.

After a quick jaunt up the coast road, we headed inland through beautiful rolling hills and valleys. Each curve led to opportunities for heel toe driving with just enough braking to avoid the edge and enough acceleration dig in the wheels and pull strong out of the curves. A loud but familiar noise indicated our need as stomachs were on empty. We rolled into Cold Spring Tavern which was an old stagecoach station and now a bar and grill. The great ambience and service combined with an excellent meal made us ready for a nap, but the mountain roads beckoned! After a quick coffee, off we went and Isabel had acquired a nice new coat of fine dust. A short but pleasant drive and we were out of the hills back on the coast road and at the hotel. That evening the opening reception was spectacular and several 356

friendships renewed. After a lovely dinner with friends, we called it a night.

The next day everyone met for coffee and donuts at Elings Park. The cars were lined up, organized by which drive you chose, and after fully caffeinating, we followed our lead vehicle with a destination of the Collector Car Vault in Santa Paula. The route took us past Lake Casitas and through more winding canyons. The Collector Car Vault was impressive and served a lovely lunch. A more direct route allowed for some highway speed driving and on return we topped off the fuel tank and proceeded to give Isabel a well-deserved bath and polishing.



At the Concours...



...at Santa Barbara Community College

Saturday, we awoke early and headed out for the big concours. The field at Santa Barbara Community College overlooked the Pacific Ocean and provided a scenic view. It was a sunny day with a cool breeze circulating through the cars. An open field with an impressive display of over 200 cars was before us. The field was adorned with several special vehicles including a 550 and 356/2-063, as well as a Gmund SL restored by Rod Emory. After a thoroughly enjoyable day, we headed back for a short nap and to make ourselves presentable for the Gala. Nothing like a good meal with friends celebrating our 356 connections. We said our goodbyes that evening since we had to depart very early the next morning. The next morning, we departed in the dark and headed up the coastal road in the least amount of traffic we had seen on any California highway. We parked Isabel back at Willhoit Auto Restorations and caught an Uber to LAX for an uneventful flight home while Isabel politely waited for my return and her next adventure.

Updates from the Regions

Northeast Region Activities

Note by Debbie and Bill Cooper. Photos by Mark Hutto

Starting off 2025, the NE region FOG members were invited to join the local PCA region at Art 'N Motion for cars and coffee in St. Augustine. Then we had a leisurely drive-up Highway A1A to Ponte Vedra to have lunch at Valley Smoke. The valets allowed us to park the four 356s, a 968 and a Jaguar in the "special area" near the entrance. Being new to this assignment I did not take a picture and thanks to Mark Hutto for taking the picture of most of the 14 members.



Lunch at Valley Smoke

We are moving our gatherings to different areas of the region, so in February we headed to the southern area of San Marco in Jacksonville to have breakfast at Scramblers. The kitchen had a hard time with our order for 9 of us, and "scrambled" can describe our experience. Thank goodness Jim and John drove their 356s to represent the group as the rest of us that Saturday had errands to run afterwards.

March 2nd started for us with Max (our Roadster) not wanting to start, so I pushed and Bill popped the clutch in reverse and off we went Orange Blossoms in the Jax Beach area. Kim Thorpe kindly took the lead and arranged the breakfast meeting for us as he knew Tommy the owner. A private dining room was reserved for us from 10am until noon and after we finished it was picture time. Thanks to Janis for her iPhone and Ellen for taking the picture of seven 356s. As we were leaving Kim's cab didn't want to start. So, 3 of us pushed and Kim popped the clutch and off he went!



Orange Blossoms specials!

An upcoming option for April is a gathering at Mayport for a ferry ride and a drive-up Highway A1A to Amelia for lunch. As for May, we plan to meet, drive and have lunch in Palatka followed by a visit to a very nice shop.

If you are not in the NE region and want to join us, please send me an email (debbiercooper@verizon.net) and I will add you to the event distribution list. As the best part of owning our 356s is driving them with fellow enthusiasts to new venues, so NE region members if you have any suggestions, please let me know!

Southwest Florida Breakfasts

Note by Pete Bartelli. Photo by Phil Planck

We consistently have a good turnout at our breakfast gatherings in Southwest Florida on the last Saturday of the month. Hope to see you at the First Watch Restaurant, 8306 Market Street in Bradenton in the future.



Breakfast in Bradenton

East Coast Florida Region – Vero

Note and photo by Robin Hoffman

We keep meeting monthly and our attendance keeps growing. Come join us on the second Sunday of the month at Panera!



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Tachometer Tango

Article and photo by Dan Streetman

On August 18, 2024, with temperatures in Clearwater reaching a high of approximately 91°F, I embarked on my first mechanical endeavor on my Porsche 356: replacing the tachometer cable.

The original cable had broken at the engine during my return from GOF 2024. Without access to a jack, I had to crawl beneath the car, resulting in a scraped forehead. I disconnected the old cable at the tachometer and the engine. Using electrical tape, I taped the new cable to the old one and proceeded to pull both cables from outside at the engine, only to find the cable getting stuck somewhere in the interior of the car. Confident in my brute strength and sheer determination (both of which turned out to be entirely useless in this situation), I tugged, twisted, and yanked with all the finesse of a caveman discovering fire. When I went to pull the cable out to adjust my approach, I found it wedged firmly in the tunnel of the car, as if it had developed its own survival instincts and was clinging to life.

After several hours of struggling, sweating profusely, and muttering an impressive string of expletives, I reached the point where I was dangerously close to heat exhaustion. Beaten, broken, and questioning my own intelligence, I did the only reasonable thing: I gave up. I slumped onto the garage floor, utterly defeated, and decided to tackle the problem the next morning when it would be cooler and after my sense of self-worth had a chance to recover. Frustrated and covered in oil and sweat, I texted a couple of the "Faithful Inner Circle" for advice, only to learn that my approach, while seemingly logical, was doomed from the start. The correct method required running the cable from the outside of the car to the interior, as the

braided cable on the back end would not fit through the small hole leading inside. Of course, I had done the exact opposite, because why make things easy on myself?

Adjusting my strategy the next day, I reversed the process, and lo and behold, things actually started to work. It still took the better part of the weekend, with plenty of trial and error, but by the end, the new tachometer cable was in place, and I could finally claim victory over what should have been a relatively simple task.

This experience not only enhanced my understanding of the Porsche 356's mechanics but also reinforced an important lesson: even when you think you have a solid plan, the car always has other ideas.

A special thank you to Chip and Fernando for their advice and guidance – without them, I might still be lying on the garage floor, questioning my life choices.



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The 1,000 Miles of Joy

Article and photos by Warren Dietel

My Journey with Lil'Guy

As I sat behind the wheel of my 1964 Porsche 356C 1600 SC—affectionately named Lil'Guy—my heart raced in anticipation. Few things can ignite the passion of a car enthusiast like the rumble of a classic engine, especially when it's paired with the prospect of participating in the 1,000 Miglia Experience Florida.

My love affair with Porsches began in my teenage years. I worked tirelessly through high school detailing cars in my neighborhood, saving every penny. By graduation, I had enough to purchase my first love: a Guards Red 1981 911SC Targa. Little did I know that this was merely the beginning of a lifelong obsession. Fast forward to 2023, and I found myself in Dusseldorf, Germany, sharing exhilarating drives with my close friend Georg Broich. I had the fortune of getting behind the wheel of his 356 Carrera GT, and after that ride, I was hooked. It was like a first kiss – I couldn't shake it off. Soon after, I discovered the stunning 1964 356C 1600 SC and, well, let's just say Santa had an extra big sack for me that Christmas.

When I learned that the legendary 1,000 Miglia was coming to Florida, I practically did a celebratory jig (much to the confusion of my family). I immediately called Georg. "We have to do this!" I declared. He didn't need convincing; we were a duo meant for this. Channeling the racing spirit of yesteryear, Georg ordered vintage racing suits and period-correct hats. We looked so good that we could've been mistaken for the stars of a low-budget racing movie – minus the mustache, of course.



The organizers of the event did an incredible job gathering a stunning array of classic and modern supercars, turning Florida into what felt like a mobile museum of automotive excellence. Over the course of three days and 1,000 miles, we bonded over great meals and even greater driving experiences. And yes, our delightful dish of camaraderie was served with a side of giggles.

Day 1 kicked off with check-ins, swag, technical checks, and the fun of time trial training. Applying the skills was like trying to assemble IKEA furniture without instructions—confusing and a bit frustrating. By Day 2 (the first leg of the race), as we sped off from Coral Gables to Naples, our timing skills were, let's say, a work in progress. Chaos ensued; we completely botched our first leg of the race. There was more back-and-forth between Georg and me than at a family Thanksgiving dinner. Finally, we enlisted the help of fellow racers and officials, unraveling the time trial enigmas. We emerged enlightened, like two knights in

shining racing helmets, but with terrible result Leg 1 results – we had work to do!

As we drove north up Florida's beautiful west coast, I was reminded of just how special car culture is. Our journey culminated in Tampa, where – believe it or not – my company Puff 'n Stuff Catering was engaged to prepare dinner at our favorite venue – The Motor Enclave. My team made me proud and we were able to showcase some of our unique car culture serveware, like heat lamps made from oil jugs.

Day 3 threw a curveball (or rather, a downpour) at us. As we traversed from Tampa to Cape Canaveral and then to West Palm Beach, the rain came down like it was auditioning for a disaster movie. Several cars without tops were bailing water out of their cockpits with coffee cups—who knew race prep included a Home Goods shopping spree? My heart ached for my fellow participants as I and Georg reminisced about air conditioning in 1964 as if it were a legend from the past.

Finally, Day 4 had us gliding down Ocean Blvd from West Palm Beach to Miami. We passed breathtaking estates, soaking up the sunshine in between rain showers, and waved at the spectators who turned our drive into a parade. The support among fellow enthusiasts was heartwarming; car people are truly the best kind of people.

In retrospect, every mile with Lil'Guy was unforgettable, and as I reminisce about the laughter, camaraderie, and passion, I can't help but eagerly await the 2026 1,000 Miglia Experience. Georg and I will be back, this time with finely honed timing skills and determination to bring home a trophy for Porsche. Who knows? Maybe we'll even perfect the art of bailing water. Until then, my friends—keep the rubber side down!

Link to the event website:

<https://1000migliaexperienceflorida.us>



Objects in mirror...

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The 2025 Gathering of the Faithful

Article by Robin Hoffman

Photos by David Witty

The 18th Gathering of the Faithful returned to Melbourne, FL on March 20-23, 2025.

More than 110 FOG members from around the state and the country attended this annual event, bringing nearly 60 beautiful 356 Porsches. Jules Dielen flew in from Arizona and Matt Peckham from New Jersey. Others travelled from Tennessee, North Carolina and Georgia. What a great turnout we had!

The theme this year was Treasure. Treasured friends, treasured cars and actual lost treasure. We toured treasure museums, and some attendees even came decked out in pirate attire!



Ahoy! Pirates!

The weekend was filled with drives, dinners, museum tours, our People's Choice Concours, a swap meet, a tech quiz, general meeting and ended with an Open House at 356 Unlimited.

Getting to any event with a 60+ year old car can be challenging and stories of Foggie's misadventures were spun at our welcome party Thursday evening. A couple of 356's were not willing to leave their garages, period. One ran out of gas along the way and yet another taught his owner what AUF and RES meant along the side of the road. Having treasured friends show up with gas in hand is always appreciated. Also, keeping a treasure trove of spare parts is an integral part of being a 356 owner. One Foggie's weekend was saved after 2 flat tires enroute threatened his fun. Luckily, another Foggie had a couple of Michelin 165 R 15's hoarded and was willing to share! Another's car needed a new coil and viola: a fellow member produced it to get the car humming again.

Those who were able to come early on Thursday had the opportunity to attend a private tour of the Cape Canaveral



Great weather for a drive

Lighthouse and visit the Space Force Museum on an active military base. It was great to experience part of the treasured history of the Space Coast of Florida.

At the welcome party, I had the most fun introducing our new editor, Cynthia Kenemuth to many long time Foggies and members graciously offered to write article and stories for FOGlight. Quiz Master Steve Hoffman administered the Paperless Tech Quiz after dinner. The ladies went first and while standing up they responded to tech questions with arms raised up or down depending on their choice of 2 answers. If you got it wrong, you sat down. The last one standing was the winner. There was a lot of laughing and discussions. The ultimate winners were Iris Bolt and Mark Eskuche and both were rewarded with bottles of wine.

On Friday morning the group split and set out in different directions. Option 1 was a scenic drive to Dixie Crossroads via some back country (somewhat) curvy roads. Option 2 was to drive to the coast in search of treasure. We toured Mel Fisher's and the McClarty Treasure Museums, learning of shipwrecks, pirates and the discovery of great riches along the coast. Option 3 was a drive to the American Muscle Car Museum for a personal tour with the Peachstate PCA.

Before the drives, a crowd of people huddled around a 356 who didn't want to start. Sometimes it is a team effort to keep these cars on the road. I think it is wonderful to see the connection between current and former owners of the same 356. It's almost like when your child grows up and moves away. You may not be responsible for them anymore, but you have an invested interest in their success and happiness.

On Friday evening we gathered for a great dinner at Squid Lips, a restaurant on the beach with a funky vibe. Each member was



So many awesome cars



greeted with a colorful drink - "Grog of the Faithful" and then sent to the buffet for huge coconut shrimp appetizers.

On Saturday morning, our People's Choice concours was held on the grounds of the fabulous American Muscle Car Museum. We had a special corral for our 356 concours within the 42 acre grounds while also enjoying over 500 classic cars that were participating in the American Association of Classic Cars "Celebration of Cars" show.

The huge American Muscle Car Museum houses an extensive collection of over 450 cars, including American muscle cars, Porsches, and iconic Ford supercars. Every single vehicle in the museum runs, including the 356 Taj Ma Garaj Limousine and a 718 RSK. The AMCM is a private collection, owned by Mark Pieloch and he only opens his museum for charity events. Touring inside the museum was a special treat. \$10K was raised for charity over the weekend. Thanks to Mark Pieloch and the AACA for allowing us to tag along!



People bought and sold 356 treasures at the Saturday afternoon swap meet. This year, Jules Dielen of Vintage Trader joined us to demo his LED lights and answer any questions about upgrading their lights.

Saturday night was our banquet and awards presentation for our People's Choice Concours and our "Drive Those Cars" contest. Some took home treasure of their own!

The overall People's Choice Concours Award was won by Curt Dansby with his 1955 Graphite Metallic Continental Coupe. Full results are on the next page.



Our Speedster is now tucked comfortably in our garage after another great GOF with treasured memories. I believe this year's event set a new high standard. To President Paul Raben and Treasurer and Event Coordinator Peggy Raben, Sponsorship Chair Pete Bartelli, Drive and Concours Coordinator Steve Hoffman, "Drive Those Cars" Tally Master Terry Cohen, the Trustees and all the volunteers and sponsors who made this event a HUGE success THANK YOU!

We were so fortunate to have professional photographer, David Witty volunteer to document the weekend and share his photos with everyone, thanks David! With his permission, here is the link to all his great photos from the event (and some of mine) davidkwitty.smugmug.com/Porsche-Events/2025-Melbourne-Gathering-of-Faithful

Results of the 2025 People's Choice Concours

Best in Show

Curt Dansby – 1955 Graphite Metallic Continental Coupe

Pre-A/A Open

1st place – John Lovejoy Jr – 1959 Silver Metallic Convertible D

Pre-A/A Closed

1st place – Chris Sloan – 1955 Turkish Red Continental Coupe

2nd place – Todd Williams – 1953 Black A Coupe

3rd place – Karen Walker – 1955 Black Continental Coupe

B Open

1st place – Tom Blash – 1961 Bali Blue Roadster

2nd place – Rick Rowe – 1960 Silver Cab

3rd place – William Cooper – 1960 Black Roadster

B Closed

1st place – Joseph Owen – 1963 Silver Metallic Carrera 2 Coupe

2nd place – Chip Reichhart – 1963 Signal Red Sunroof Coupe

3rd place – Donovan Essen – 1963 Heron Grey B Coupe

C Open

1st place – John Reker – 1965 Champagne Yellow Cab

C Closed

1st place – Carlos Cendejas – 1964 Togo Brown C Coupe

2nd place – Leonard Whitlock – 1965 Bali Blue SC Coupe

3rd place – James Voss – 1965 Bali Blue C Coupe

Speedster

1st place – Terry Cohen – 1956 Sahara Beige Speedster

2nd place – Ross Silverbach – 1955 Red Speedster



Results of the 2024 "Drive Those Cars" Contest

The top 5 drivers were awarded trophies and bottles of wine.

1. John Lovejoy III with 10810 miles in his 1965 Outlaw
2. Glen Getchell with 7554 miles in his 1964 C Coupe
3. Todd Williams with 7544 miles in his 1953 Coupe
4. Jeff Hathorn with 4748 miles in his 1959 Convertible D
5. Jim Spears with 4567 miles in his 1959 A Coupe

Mark Pribanic took himself out of receiving any awards, but quietly drove 8212 miles in his 1958 B Coupe.



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356 Unlimited Open House

Article and photos by Robin Hoffman

Many people attended the FOG Annual Meeting Sunday morning and then headed over to 356 Unlimited for bagels and coffee. My husband, the owner of the shop completely misjudged how many goodies to order and we are still drowning in bagels! People did seem to enjoy visiting the shop and seeing a number of 356's in varying stages of restoration.



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If it's Tuesday, this must be Belgium

by Glen Getchell

Chapter 4 "D Day"

As Sunday morning arrived, the mass 356 exodus from the I356 event would be familiar to everyone who has attended a 356 Holiday or GOF. Mary and I were now on our own, now experts "again" at driving in Europe and we had no trepidation. Sunday's plan was as a pure hammer the miles (or kilometers) day with our destination for early Monday being the small village of Potes in the Picos De Mountain range where we would stay for a few days and try to decompress.

We had done a lot of research prior to leaving for this solo portion of our trip. Of course, one of my goals was to hit great roads. I really wanted to drive the famous passes in the Alps like the one where "Gold Finger" was filmed; however, two things made this impossible. One, we had to get to Portugal and did not have time on our way down to partake in these passes. Second, they were closed anyway, as they generally don't open till June due to the weather. So, the closest I was going to get were the roads in Picos. I spent countless hours on the internet looking for good "sports car" roads but usually just found videos of some moron doing something stupid to get "likes". Then I stumbled on using the term "Best Motorcycle Roads", and the world unfolded. Not only were there videos of the best roads, but advice on where to stay and eat. As it turns out, the roads of the Picos are some of the best in the world and are rapidly becoming a major destination for many European and British motorcycle and sports car enthusiasts. In fact, motorcycle tours where vans haul your gear are common. These videos made it clear Potes was the perfect destination.

On Monday morning it was obvious to me as we approached Potes that we had made the right decision although Mary may disagree. The roads were incredible, which were made even better as for about 10 minutes we would pass a dozen or so vintage Jag's heading the other way.

The hotel we chose "the Parador De Fuente" is outside of Potes requiring a 15 min drive to get to and from the town. The hotel went back right up to the mountains and the cable cars were literally within walking distance. In fact, they traveled directly over our room. It was clear that this was a motoring destination.



Incredible roads in Picos

Motorcycles filled the carports and every day would find a group of cars from McLaren's, Caterhams, and Ferraris in the parking lot. Regrettably the weather was again on the rainy side. But that was not what was about to dampen my enthusiasm, but as usual something would. Upon unpacking "Rudy" I found myself getting exceedingly exhausted. So before heading to the room the first thing I did was look at the menu for the onsite restaurant. I was much too tired to go anywhere else. I was admittedly upset upon seeing the short menu with the best-looking dish being (I'm making this up) something like "Polished Octopus Tooth in Ink Sauce". Luckily the bar served sandwiches, and of course I had Fuets. Back in the room all I could see was the mattress despite a view of the mountains. After days of burning the candle at both ends and using a lighter in the middle it was all catching up to me. Suddenly the mattress got closer and closer until splat, I was face down for the count. But this turned out to be more than "melted candle syndrome", no I was sick! For real! Was it a bug? Was it Covid? (I think I can say no to the latter). But I stayed in the room more than I wanted to.

While the "sickies" hung on, the exhaustion from the first half of the trip subsided. Mary and I were able to sight see the town, drive the roads, and take the cable car up to the top of the mountains. Weather was on and off, but despite being sick I remember our time in Potes fondly. After our 4-night respite in Potes we continued our journey north with a layover near Bordeaux, France. No sightseeing here. Just bad food and sleep. The next day there was a stop in Le Mans. The following morning, we toured the museum which houses a spectacular array of cars. I really wanted to drive the course but I could not find any information or maps (as it is on public roads). After some internet searches and a YouTube video I realized that it would be a pointless traffic ridden endeavor as you would have no idea you were even on a racetrack, so I bailed on that. I do know that as we entered Le Mans we drove past spectator stands, so I can still say I've been on the track.



Visiting Le Mans

Later in the afternoon we were on the road again heading towards the famous 1,300-year-old Mont Saint Michelle Island monastery. We spent the afternoon there and walked the Abby. This picturesque structure is quite impressive, but truthfully in my opinion (like some 356's), it's much more impressive from a distance. Arguably one of the biggest tourist attractions in the world, it reminded me more of Disney World right down to the walkways.



Mont Saint Michelle

Despite having 5 weeks, the time was short (which brings up a recommendation for anyone wanting to do such a trip. Store the 356 in Europe for a couple of months and go back for a second trip to avoid the "If it's Tuesday it must be Belgium" rush like Lovejoy did). We were now on the road heading towards our next day stop in Normandy, France. As a history buff, the beaches of Normandy have always been on my bucket list. To see where arguably the largest human event ever took place was a must see. We arrived at our lodging, a medieval castle (or Chateau) in the town of Grand Tonne. Full of knights' armor and some "unverified" historical significance from the Middle Ages right through WW2. This castle was rather an enjoyable place to stay if, well, let's say, it was a little musty. I imagine those expecting a Hilton would not be pleased, but its' quiet setting with a roaming jousting horse waiting for the next Knight Jousting competition (held regularly on the property) gave it charm.

The Chateau would be our base for four days while we explored historical WW2 sights, museums, and of course the American cemetery in Normandy. Standing on Omaha Beach you become keenly aware that surviving the landing was a miracle in and of itself as the term "Sitting Duck" could not be more apt. I also discovered that the landing beaches are not always that close to each other. And even today the drive to get from one to the other can be rather substantial, but we went to each landing. While there we saw the remains of the Mulberry Harbors used to supply the Allies once we had taken over the beaches and went to several other museums. And of course, no stop in Normandy would be complete without a stop at Sainte Mere Eglise where a U.S. paratrooper famously got hung up on the church steeple and survived.

With our time done in Normandy, it was again time to move north. Since leaving the I356 event we had traveled through Portugal, Spain, France, and now were heading to the city of Ghent in

Belgium. With three things dictating our choice of lodging (#1 Parking, #2 Price, #3 Location) we had made arrangements to stay at another Ibis hotel on the edge of the city right by the main train station. This provided a secure underground parking garage excellent for "Rudy" who would finally get a rest from the daily drives.

Ghent is a famous city and is one of two primary cities recommended for sightseeing in Belgium. Some say you can do both in one or two days, but that was just simply too much at this point in the trip. Like most medieval cities, the center is what you want to see. Our location dictated walking from our hotel to the center of the city. While the walk was not that long, the cities "outer crust" was not necessarily anyplace you would want to see, and at times certainly uncomfortable, even sketchy. Truthfully (without getting political) it was clearly emblematic of immigration issues currently in the press throughout Europe and the USA.

Overall Ghent was enjoyable; however, while my "sickies" were all but gone by this time, Mary had decided to emulate me and was now sick, and trying to still chug along sightseeing all on foot. Being the inconsiderate male that I am, I had used up all the medicine that we had. This necessitated a stop at a pharmacy in Ghent where we discovered it's illegal to sell over the counter medicines that have more than one active medicine (like Dayquil for example) a pill for cough "and" congestion. No, you must buy something for a "cough" and something for "congestion". Proof that no matter where you are in the world, those in charge are generally idiots and make baffling laws.

While our time in Ghent came to an end, I would be remiss in not mentioning the best part of the stop. That would be Gravensteen Castle. For me, this would be the highlight of Ghent if not one of the most memorable parts of the entire trip. Simply put, it was a tour of a famous medieval castle in the middle of Ghent. It is a self-guided tour with a hand held microphone that takes you through the castle. The recording was made by a famous Ghent comedian, and to say that the tour was hilarious is an understatement.



Gravensteen Castle

With our time in Ghent over, it was time to move north as we still had one more country.

Stay tuned for Chapter 5, "What? No Freaking Tulips and The Ship of Irony."

FOGlight Editor
1710 Bryan Street
Melbourne, FL 32901

*Curt Dansby 1955 Continental Coupe
Best in Show at GOF 2025.
Photo by David Witty*

