

The FOGlight



The Official Newsletter of the Porsche 356 Florida Owners Group.



Summer 2025

FOG Officers and Contacts



Trustees are elected to 2 year terms

Terry Cohen, Trustee

President

tcohenmd356@gmail.com

Robin Hoffman, Trustee

Vice President

RobinCHoffman@hotmail.com

Mike Koller, Trustee

mikek@ampsfl.com

Carlos Cendejas, Trustee

carloscendejas@gmail.com

One Trustee position available,
applicants welcome

John Lovejoy III

Secretary

jlovejoymac@me.com

Paulette Hilsman

Treasurer

paulettehilsman@bellsouth.net

Lisa Koller

Membership Chair

lisa356fog@gmail.com

Steve Hoffman

Events Chair

steve1rob2@aol.com

Debbie Cooper

Insurance Chair

debbiercooper@verizon.net

Webmaster

Gabriella Lemmerman

gabriella.lemmerman@gmail.com

Website

www.356FOG.com

Instagram

[@floridaownersgroup](https://www.instagram.com/floridaownersgroup)

Facebook

[Porsche 356 - Florida Owners Group](https://www.facebook.com/Porsche356-FloridaOwnersGroup)

Past Presidents of FOG

Paul Raben 2021 - 2024

Alan Winer 2013 - 2020

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: In-process restoration

of 356 at Amelia Island Werks

Reunion. Photo by David Witty.

Dixie Crossroads event.
Photo by David Witty.



In This Issue

Officers, Contacts, Meetings and New Members	page 2
President's Message	page 3
Drive Those Cars	page 4
Staying Connected	page 5
From the Regions	page 6
Werks Reunion	page 7
John O'Steen	page 8-9
North Meets South	page 11
Brigitte's Restoration Story	page 12
Best in Show	page 13
Epic Europe - Part 5	page 14-15

Upcoming Events

September 2 to 6 – 2025 West Coast 356 Holiday in Colorado Springs

September 21 – Drive your 356 Day

October 25 – Oktoberfest Concours/BBQ/Swapmeet, Cocoa, FL

April 12, 2026 – St. Pete Motor Classic – our 356's are the featured marque

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. New Region coordinator needed as Dave is moving out of area.

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

Jose DelaTorre	St. Cloud	64 C Coupe
Francis Deleo	Hobe Sound	(Past: B & C Coupes)
Sonja Dickey	Sarasota	
Will Dobbin	Sarasota	60 Roadster
Bill Dudley	St. Petersburg	61 B Coupe
John Lytle	Pompano Beach	61 Roadster

President's Message

We are rapidly approaching summer which for me tends to be my "shut in" season of the year. I have indulged myself and got a split unit A/C for my garage and I can attend to projects when it's a bit of a challenge to be driving in the heat. The cars handle it better than I do! It is a great opportunity to catch up on the maintenance items and perhaps improvement projects. I've got a few scheduled. My strategy for driving the 356s is to plan morning and evening drives and to avoid acting like a mad dog or Englishman by staying out of the midday sun. The goal this summer is to get the car tip top and to make the drive out to Colorado Springs for the West Coast Holiday. And, of course, the return trip. A noble 356 Adventure and a good way to spin up some miles.



We are making progress as the Board of Trustees and are trying to address the myriads of items that come up as well as to tweak our website and get it up to date. Additionally, we will be looking at augmented functionality to make the user experience easier while offering more content. The heavy lifters here are Carlos Cendejas and his girlfriend Gabby who is a web designer. They are enthusiastic and capable, and I want to express my thanks to them for stepping up. In addition, Carlos is going to work on our presence on social media to get that caught up and more enticing to prospective members.

I'm also happy to report progress towards selecting a new venue for Gathering of the Faithful 2026. We are looking at sites in North Central Florida which I think will be well received. I will keep you posted.

I want to get good reporting of activities from the regions around the state as well as any fun things that are 356 related which members have done. My desire to get an active SE region is still a work in progress, but it will happen. The NE region has a great progressive day of driving planned for the 7th of June with three members opening their lairs and sharing with other members. Sounds very nice.

Well, that about wraps up the news that's fit to print for this edition. Keep me informed of interesting stuff and everyone have a most excellent summer. Wear those hats and sunscreen!

Terry Cohen, FOG President

From the Editor

Summer in Florida is here! It's a time for BBQ picnics, 4th of July celebrations, s'mores by the campfire and beach outings but for us 356 owners it's also a time to drive those cars. For those lucky enough to have cabriolets, you can enjoy driving down A1A or through your favorite roads with your hair blowing in the wind. If you haven't been able to attend a regional event yet, make it one of your summer outings. Carlos Cendejas has been working diligently on our social media. Check out his article and get linked in. Also, if you're planning on a trip with your 356, please remember the FOGlight and send me your articles and pictures. Your trip can possibly inspire new



members to take on the challenges of the ultimate road trip. Summer is here so let's go and enjoy it!

Please send any stories and tech tips to kenmike2@yahoo.com.

Cynthia Kenemuth, FOGlight Editor



PDA...Porsche Display of Affection?

Advertiser Rates:

Our FOGlight newsletter is published four times per year, quarterly, and reaches over 200 members. Here are the current annual rates for ads:

Full Page	\$360
Half Page	\$240
Quarter Page	\$150
Business Card	\$90

Advertisers who run a quarter page or larger ad will also get a link from our website to your website.

**Got Something
to Say?
Have a Great Idea
for an Article?**

Please send articles, tech tips
and photos to our editor at
kenmike2@yahoo.com

Drive Those Cars 2025

by Terry Cohen

Well FOGgers, we are now 5 months into the new year, and we are starting to see some miles add up. We have a long way to go to get near our 2024 numbers, but our biggest mileage months are through the summer. Except for those stuck in Florida! The weather is now getting, to quote Glen Getchell, "too freaking hot"!!!! Alas, the prime days of late spring and summer work against our quest due to the increasing heat, humidity and outright deluges. When I think of the theme of this endeavor, we call it the "Challenge". To be honest, the most challenging part of this is trying to continue driving our wonderful bathtubs here in Florida through this weather. Up North the bugaboo is cold weather, snow and salted roads. You pay your money and you take your pick!

Part of the solution to the "Florida Dilemma" is the West Coast Holiday. I have registered and I've heard from a half dozen others who are not only intending on going to the WCH, but are planning on driving. I'm hoping that will work for me as well. In the meantime, I shall continue to sneak out early in the morning or in the evening when Ole Sol has dropped below the horizon.

I am aware of 3 FOG members who are enjoying the roads of Italy and environs as part of the International 356 Reunion. They should all have healthy mileage contributions. They should also be able to recount some great adventures, so I am anxious to hear their tales.

I am counting on those of us who are blessedly in cooler climates for the summer to enjoy their 356s to the max. Drive them and use them the way they should be enjoyed. We need your summer miles as well! I will have some shoutouts to those of you who have answered the call when I hear back again in another 3 months.

Till then...Keep the 356 Faith and Drive Those Cars!!!

Here's our current mileage numbers:

Mark Pribanic	Neptune Beach	7113
Tom Manger	Ft. Myers Beach	2675
Matt Mirones	Palm Beach	2479
Jim Spears	N. Reddington Beach	1923
Jerry Holderness	St. Petersburg	1825
Pete Bartelli	Venice	1560
John Lovejoy III	Belle Isle	1475
Mark Hutto	Jacksonville	1381
Jim Voss	Green Cove Springs	1247
Steve Bamdas	Lighthouse Point	1074
Steve Laurenzano	Newberry	932
Todd Williams	Clearwater	928
Jeff Hathorn	Melrose (Speedster D)	920
Chip Reichhart	Vero Beach	822
Terry Cohen	Boca Raton	768
Steve Hoffman	Cocoa	618
Paulette Hilsman	Boca Raton	614
Chris Sloan	Tampa	613
Scott Cielewich	Winter Park	590
Jamie Cielewich	Winter Park	580
Jeff Hathorn	Melrose ('59 Coupe)	575
John Reker	Winter Park	494
Paul Raben	Ft. Lauderdale	469
Glen Long	Dunnellon	449
Jim Shartzter	Boca Raton	409
Michael Branning	Lexington, SC	400
Donovan Essen	Palm City	350
Toby Anderson	Vero Beach	334
Bill Cooper	St. Augustine	313
Karen Walker	Cocoa	277
Ed Tobolski	Wrentham, MA	211
Jeff Wolters	Clearwater	160
Fred Thatcher	LaBadie, MO	112
Mitch Weller	Palatka	33



Staying Connected: Follow Us on Social Media!

by Carlos Cendejas

As our FOG continues to grow, so does the way we stay in touch. While many of us enjoy the traditional methods of communication, we're also embracing platforms that help us reach more members—especially the next generation of 356 enthusiasts.

That's why we've launched official social media accounts where you can easily stay updated on upcoming meet-ups, special events, and club news. Whether it's a casual breakfast gathering, a scenic drive, or a feature on one of our members' cars, you'll find it posted here first!

Website: www.356FOG.com Gabby and I will be managing this account.

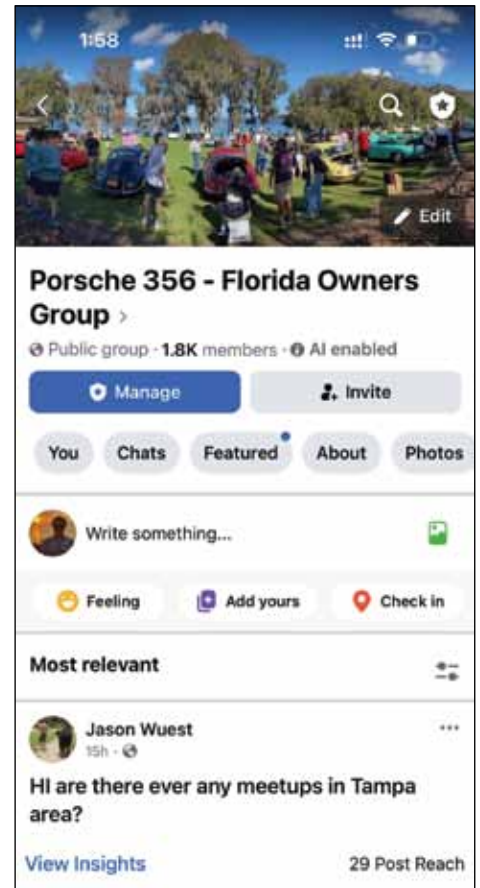
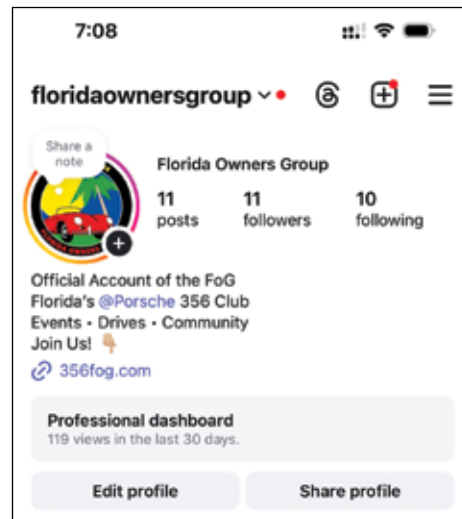
Facebook: Our group page is active and regularly updated with event details, photos, and reminders. It's a great place to ask questions and connect with fellow members.

Instagram: We've also launched a brand-new account: [@floridaownersgroup](https://www.instagram.com/floridaownersgroup)

Here you'll find high-quality photos from our events, behind-the-scenes glimpses, and stories that bring the 356 lifestyle to life.

I'm now in charge of our social media presence, and I'd love your help in keeping it active and engaging. If you have any questions—or if you'd like to share photos from past events—please don't hesitate to reach out to me directly at carloscendejas@gmail.com.

Thanks for being part of such a passionate and supportive community. See you at the next gathering—and don't forget to tag us!





GERMAN EXCELLENCE

Where Service Counts!

Quality Service

• FOR YOUR GERMAN CAR •

10% OFF

LABOR

FOR FOG MEMBERS WITH THIS AD.

 GermanExcellence.com

4150 FORSYTH RD | WINTER PARK | 407-678-6789





From the Regions

Article by Debbie and Bill Cooper
Photos by Mark Hutto and restaurant staff

The NE region has been on the move! On April 5th, some of us drove onto the ferry at Mayport, crossed the St. John's River and arrived on Fort George Island, where we were met by other 356 enthusiasts. As you can't choose your position for your car on the ferry, our 356s were in different rows, so we gathered near Jim Voss' 356.



Onboard the
Mayport Ferry

After arriving at Fort George Island, we were met by Linda and Tom Keating and John and Harriet Lovejoy and then all of us had a beautiful drive-up Highway A1A to Amelia Island. We all had lunch at the Surf Restaurant recommended by Mark Pribanic, but unfortunately Mark was not able to join us.

In addition to Mark Hutto being the event photographer, he was also appointed as our official security manager (note the dark glasses), along with his wife Frances and John and Harriet Lovejoy, keeping a keen eye to make sure no one was near the 356s.



Security Manager Mark
Hutto and associates

Our May event was at Whitey's Fish Camp, with most of us arriving in cars, except Mark and Frances who arrived by boat! Mark Pribanic brought a long-time friend and 356 owner, David Pechumer. It was big surprise and an "old home day" for Jim Voss and David. Many years ago, David bought a 356 from Jim and

they are looking into the engine bay of Jim's Bali Blue 356 (right side of photo below).



Comparing notes
in the parking lot

We had a reservation for 12:15pm and we were not served until 2:30pm, thank goodness we have a good group of 356ers with many interests, so I will NEVER organize another event there!

On June 7th, we will have a progressive driving event in the Keystone Heights area – visiting 2 shops, lunch and final stop at a hanger. Stay tuned for a summary of the highlights of this new type of event in the next issue of FOGlight!



Time for lunch!

Sid Collins

...with you from start to the Finish Line

troysport

Performance Service & Support

sidcollins@earthlink.net
407-297-7733

By Appointment Only
www.troysport.net

Amelia Werks Reunion

Article by Joe Owen

Photos by Joe Owen and David Witty

After winning the "Best Restoration Award" and the Gmund Gold Award at the Porsche Parade, I debated on what to do with my Carrera 2. Other than the Parade, the other most important place to show my car to the Porsche community was at the Werks Reunion in March 2025 even though it was months away. On top of that, I was going to have a milestone birthday that same weekend of Amelia Island. My wife was already planning to get all five of our sons together to celebrate with me. Logistics and timing were going to be a problem.

I decided I was going to drive my C2 after the Parade, even though I knew that would mean some of the hard work I had put into making my C2 exceptional would have to be redone. Then as a result of having some fun driving, I ultimately realized that the C2 was ready for a major service- including a new clutch which would have to come from Germany. While waiting on the clutch, the service was delayed and I was unsure if the work would be completed by the time March rolled around. Finally, I got the call that the work was done and I could get the car prepped. I was going to Amelia Island!

There were only a few days to spare before the Werks Reunion. My car had gained several horsepower in the process, and all the leaks were gone. Yes, you heard that right - a four cam that doesn't leak! The tough part was that it gave me just TWO days to get ready for the Amelia Island Werks Reunion. Nonetheless, I had been told that part of the Werks is the story behind the car and ownership. But being the way I am, I only know one way to show a car and that is to show it as clean and perfect as possible.

The Werks Reunion was held on March 7, 2025 on a lovely Amelia Island golf course overlooking the water. After unloading the C2 out of my Trailex with the help of fellow "Foggie" Matt Peckham, I positioned my car on the grass the day before the Werks. While detailing the vehicle in its' position for the next day, I met several people who asked me all about it and wanted to see the details. A couple seemed to be really into the car and knew a lot about 356s. The most knowledgeable one said he would "probably see me the next day." Since I left my truck and trailer at the golf course parking lot and my 356 on the grass, I hitchhiked to the Omni where I was staying. Safe and easy place to get a ride!

Weather was perfect on the morning of the Werks. By the time I had arrived, there were nine other beautiful 356s surrounding mine, including a Pre A cab on one side and a hardtop speedster on the other. I didn't recognize too many of the other 356 owners as "Foggies".

The judging wasn't a regular concours judging, as there would be no scoresheets for us to review. After listening to me, the judges only spent a few minutes looking over my car and wouldn't you know it, but the super knowledgeable guy I met the day before was actually one of the judges. I was (and am) enthusiastic about my car and what I've done to make it the finest 356 in the States. The judges spent at least 10 minutes talking with the other 356 entrants to either side of mine and looked over their cars.

After judging, I was free to walk around and see the other cars, including a Wilhout speedster and Daryle's 904 on display. Aside from the close to 200 Porsches being judged or displayed, there



Werks Reunion
Concours winner



A four cam motor
with no leaks

were corrals holding an estimated 700-800 Porsches. There just wasn't enough time for me to see them all!

By 11 am, the judging was completed and I returned to my car. I was able to visit with a bunch of "Foggies" and I met a lot of people who asked a lot of good questions about my Porsche. Two judges approached my car to place the blue ribbon on it and stopped to congratulate me. I told them I admitted I'd gotten a bit nervous since they spent so little time with my car and so much with the other 356s around mine. One judge said it "wasn't even close" and they were just trying to figure out second and third place. The first-place winners in all categories lined up with their cars behind mine and we drove to the podium to receive our trophies. I was interviewed at the podium and described the excitement a Carrera can bring while driving at high speeds in 3rd gear. From the podium, I drove right out of the event and loaded it onto the trailer with the help of "Foggie" Mark Krekorian.

Early the next morning, I began the long trip home where my family was waiting for me to celebrate my milestone birthday. I was not only celebrating my birthday, but winning the first two National concours I entered in with the car (Parade and Werks Reunion). Next year, I plan to spend more time walking through the Porsche corral parking, where there were countless great cars. I was told that next year, the PCA would like my car in the Winner's Circle.

What I enjoyed most at the Werks Reunion was meeting and speaking with people about 356s and in particular, four cam models. Now I can go out and drive the car the way I want once again. At the Winner's Circle next year, expect my car to be special - but don't expect it to look quite so clean. Hope to see you there.

John O'Steen – A Racing Life

by Robin Hoffman after interviewing John O'Steen

Photos provided by John O'Steen

John O'Steen has had 60+ race wins, 7 SCCA Division titles and the 1981 E Production National Championship. He was elected membership into the prestigious Road Racing Driver's Club in 2002.



John is a long-time member of the FOG and members may not know about the incredible racing career that one of our own has had. If you ever have the opportunity to ask John to share some of his racing stories, you won't be disappointed! John began his racing career early – he bought a 1966 912 the day after he graduated from the University of Florida and drove it fast to his first job in Augusta, GA. He fell in love with Porsches after driving through the Tennessee Mountains on his way to a friend's wedding. He started doing autocrosses with the Porsche Club in 1968 and loved how Porsches handled.

In 1968, he bought a stripped down 1959 Convertible D 356 on a trailer for \$1400 and took it to autocrosses and a SCCA driver's school. It was lightened and modified too much for SCCA regulations and couldn't be raced.



In 1969, he was able to buy a 1958 Speedster from a retiring doctor and won 2 races at Virginia International Raceway (VIR). He sold it a few years later to his cousin and then bought it

back later after the car sat outside for 10 years. The late Kirk Stowers (past president of FOG and owner of Stowers 356 same location as what is now 356 Unlimited) restored the Speedster to perfection and John still owns this car today.



John summarized his racing exploits focusing on Porsche except for Le Mans. He drove other brands and prototypes from time to time including driving the factory 4-rotor GTO RX7 at Daytona and Sebring for two years. One of those years Brian Redman was his co-driver. He remembers the 1970's as the most fun, although it's always more fun to win. He says, "It was lower key back then plus we all got along and helped each other out."

John's connection with Porsches runs deep. He met his wife, Judi, at a St. Louis PCA Christmas party in 1973 and she became very involved in motorsports too. She worked the timing and scoring for races. She was on his crew during their 1981 E Production National Championship and she is in the photo to prove it!



John has been in some crashes as well! One memorable wreck happened at Daytona Speedway when the right rear tire blew in his 935 and he crashed head-on into the wall at 200 MPH just before turn 3! As he was not the only one whose tires could not withstand the speed and force at this location and crashed, Goodyear recommended the "Bus stop" be added before turn 3 to slow the cars. In another incident, his car spun 90 degrees into the guardrail at Mosport Raceway when the rear wing flew off. After this wreck he drove the team's spare car the very next day despite being very sore! Thank Heavens for good safety equipment!

John has placed in the prestigious Porsche Cup three times in his career – 15th in 1983, tied for 3rd in 1994 and 9th in 1999. The Porsche Cup is sponsored by the marque and honors the most outstanding private Porsche drivers of every season. He has been featured in racing magazines and the featured driver at the Amelia Island Concours.

While everyone has an “I sold it too soon story” – John’s may be the most painful one I have heard. He bought a 1957 335S Ferrari for \$2,000; sold it a few years later for \$4,375. Same car sold a few years ago for a whooping \$36.5 MILLION dollars!



John spent several years driving full seasons while still working at Proctor & Gamble because of their understanding and flexible schedule and then 5 years working for Escort Radar Detectors. In 1991, he started his own catalog business called “Frontgate” and then had even more flexibility. From 2000-2008, he didn’t go to a single race as watching a race isn’t the same as driving in the race. Since then he has driven in some of the Vintage events. His



last race was in 2015 where he drove Larry Schumacher’s 911 Cup Car at the Mid Ohio track. John took 2nd place by a bumper! With pride he tells me that Larry and he were the oldest racecar drivers out there!

John is still active in the FOG, and frequently comes out to the Vero monthly get-togethers and events. He has owned a LOT of Porsches over the years and currently drives his 1958 Speedster, 1964 SC Cabriolet, and Cayman GT4. He also owns a Ford GT and a Rivian. He says he has had a wonderful life with Porsches!

LeMans 1984

Mazda Lola T-616

1st Group C2 No68 Drivers:
Yoshimi Katayama
John Morton
John O’Steen



3rd Group C2 No67 Drivers:
Jim Busby
Rick Knoop
Bob Hayje



Since 1976, the Sun Coast's leading
service center for high performance cars.

5000 110th Avenue North
Clearwater, FL 33760
(727) 573-0911 or 573-0930

Guaranteed Quality
Service and
Modifications on
Porsche • BMW • Mercedes

- **Free** Tech Inspection
- Alignments
- Air Conditioning
- Autocross Prep

(561) 392-3020
kmwmotorsports.com
kmwmotorsports@aol.com

KMW
MOTORSPORTS



3331 NE 6TH Terrace Pompano Beach, FL 33064

KMW MOTORSPORTS

HERITAGE MOTORCAR

Heritage Motorcar Research Inc
(727) 623-9997
St. Petersburg, FL
Maintenance to full engine rebuilds



Heritage Motorcar Restoration LLC
(941) 776-9857
Parrish, FL
Common repairs to full restoration

www.heritagemotorcar.com



Head North to Meet the South?

Another Isabel's Adventure

by John Lovejoy

Delta has gotten to know us quite well. After the standard 4 hours and 50+/- minutes, we were descending through the California marine layer haze for an on-time landing in Los Angeles. My co-pilot for this trip is my father, veteran of 3 previous Isabel's Adventures, to participate in North meets South the annual gathering between the 356 Club of Southern California and the 356CAR (California Alta Region) Club. We picked up an Uber and headed to Willhoit Auto Restorations to pick up Isabel. Isabel was rearing to go and had been fitted with a new safety feature, a roll bar. After a thorough inspection and discussion with John and his team, we loaded up, setting off to REI to pick up another accessory for Isabel, a bike rack! The folks at REI were a bit surprised to see a classic Porsche being fitted with a bike rack but they were game. We installed it in less than 15 minutes although had to forgo connecting the lights as an adapter would be required. With the rack secured, we headed for the Hollywood Hills, our destination being the home of a dear friend and colleague who treated us to a magnificent Wagyu steak dinner and housed us for the evening.



After a good night's sleep, we awoke early and made a quick stop at the local hardware store picking up the necessary items to make an adapter for the lights on the bike rack and to top off with fuel. A drive inland was planned with a stop at a local brewery followed by a scenic drive to Paso Robles for a tour and wine tasting at Glunz winery. The roads were full of great twists and turns and the temperature, which at the coast was in the 60's, quickly escalated into the mid-80's inland. Perfect top-down weather! The return drive was particularly thrilling as we playfully chased our friends Mark and Lynette in their 356A Carrera Coupe. The late afternoon left enough time for Dad to catch a quick nap and for myself to install the wiring adapter for the new bike rack. Missions accomplished we headed out for the event reception followed by another outstanding meal.

Saturday morning came quickly. I arose early to clean up the car and get things ready for the show. A quick stop at a local coffee shop provided the surprise of our waitress from the previous evening also working to make amazing coffee early in the morning. Perky and energetic, she had us caffeinated and back on route to the show. Isabel displayed well with the half dozen outlaws present and received much interest in her tow hitch and bike rack ensemble. Many great cars were on display and it was quite enjoyable to peruse the fine selection. As cars starting to depart around noon, we joined John and a few friends for spirited drive up the 1, California's premier coastal road. Returning for the evening dinner and awards presentation, we had a marvelous evening and enjoyed a few bottles of wine obtained from the Glunz winery.

After another restful evening on the coast, we packed and enjoyed our last breakfast in Cambria. We departed for the event hotel to meet up with Mark and Lynette for the drive south. The drive was spectacular, stopping in Los Olivos to fuel up the cars and then ourselves at the Inn at Mattel's Tavern where we had a remarkable brunch. A pleasant uneventful drive and we arrived in Long Beach for yet another incredible dinner at 555 East American Steakhouse, crashing hard and sleeping deeply that evening. We woke up early to drop off Isabel at Willhoit Restorations and Uber to LAX for our flight home. Rolling over another 750+ miles of California roads, we had enjoyed another fabulous trip with friends and Porsches. Thoughts of the 2025 West Coast Holiday now float through my mind as Isabel is officially registered. The event is located over 1000 miles northeast in Colorado Springs. How will Isabel find her way? We have no doubts it will be another Isabel's Adventure for sure!



The following morning, we were off early to rendezvous with John and other 356 Southern CA friends to caravan up to Cambria on the coast of central California, the sight of this year's meet. The drive was scenic stopping for lunch at the classic Nugget Bar and Grill and then arriving in the late afternoon. A quick visit to registration and then we located our favorite purveyor of 356 garb, Diane Morrill, to pick up our goodie bag and of course a couple other goodies as well. On the way out, we ran into Jules from Vintage Trader who then helped install LED bulbs in Isabel's fog lights. As the show hotel was full when we originally registered, we headed to check in at the Sea Otter Inn a lovely classic California beachside Inn. A brief clean up and we were off for a lovely dinner with friends.

Brigitte's Restoration Story

by Cynthia Kenemuth

Here is how it all began: Both our daughters are heading off to college this fall and my husband and I are celebrating our 25th wedding anniversary so we thought what should we do now? It was either go on a second honeymoon or restore a vintage car. Looking back, the second honeymoon might have been a more enjoyable and wiser choice! Our adventure towards ownership of a Porsche 356 started with a casual search online. I had seen one before somewhere but didn't know anything about this model of Porsches. Then one day my husband and I found one for sale that checked all our boxes. We had a standard inspection of the car and bought it sight unseen. Just like that we were the proud owners of a 1962 356 T6 Notchback Coupe and named her "Brigitte".

We started our research on the 356 Porsche Registry to better understand all the ins and outs of this model and as to why it is called a notchback. As many of you already know, once you think you know something about your car you quickly find out you don't know anything really! We realized that 356 ownership knowledge is built by meeting others who own a 356, reading articles, and watching YouTube. We also now know you do not buy a Porsche 356 sight unseen. We are very fortunate though the car had matching numbers and she was in good driving condition minus the modified floor pan. We then had Brigitte "gone over" by Steve Hoffman and his team at 356 Unlimited. After they were done, the motor turned out beautiful and the brakes and clutch were brought up to speed. Then we decided to take the car back to the original color 6204 Elfenbein/Ivory listed on the Cardex. That's when the "real fun" began!

Upon a partial paint stripping it was not clear as to what shape the body was in after many years. After consulting with Steve, he said the best way to really see what the condition of the body was in was to have it dipped. I knew at this point, that dipping the car was either going to bring good news or bad news and all we could do was wait and see. Daron Snyder took on the job and when Brigitte came out of the dipper he said he was happy to see both a front-end AND a rear-end because most times there

is usually damage to either the front or back-end of the car. Next stop is the bodywork. Austin Miles of Stuttgart Restoration has Brigitte now. She has been sealed and primed. When he's finished with her, she will be off to the painters. Throughout the process there have been ups and downs but that is what makes the journey memorable. The sweet reward will be when we are behind the wheel driving Brigitte down A1A.



Refreshed motor



Brigitte takes a dip



Exclusive 356 Restoration Services

Rust Repair	Paint & Body	Routine Service
-------------	--------------	-----------------

Award Winning Restorations



Still "Made by Hand"

356 UNLIMITED
2495 Jen Dr. Suite 14
Melbourne, FL 32940

356Unlimited@gmail.com 321-652-4654

Coming Out Party

1955 Graphite Metallic Continental Coupe

by Curt Dansby

When Cynthia asked me to contribute a story about my GOF 2025 "Best in Show" experience and prepping the car for the show I had to think for awhile on what I could share that was not already conveyed that weekend. Certainly, everyone looked at the car and many spoke to me about the details and oddities (otherwise I would not have won) - and thank you for the honor. It took nearly three years to purchase the car and it sat in my garage for six more years before restoration commenced so there was never any kind of a deadline or calendar goal for the finished product. In April of 2022, Frank Hood traveled with me to the Deluxe Customs open house. The car was in the paint stage by then and it was starting to become apparent that it might be an exceptional car. You may have heard this from me already but in all my years and travels in the hobby I have only seen a handful of Graphite Metallic cars and this was one of the primary motivations in the purchase. When an ECH was announced for 2023 that became the goal but as the time grew closer with the car unfinished that plan had to be scrapped. The car made it back to Charlotte in early April of 2024 and at a local show that weekend I was invited to The Hilton Head Concours. The car is well received everywhere I take it but a real stamp of approval would need to come from peers: the truly indoctrinated who know the cars and share the same affections and afflictions. GOF 2025 would be that "coming out party".

After being in a driver B Cab for 23 years (that I often do not even bother to wash after arriving at an East or WCH) possessing this car offered me some new caretaking challenges. I will eventually drive the car as I have the B but I want to keep it as nice as possible for at least the first couple years. I don't have a full-size truck (and don't want one) so my towing capacity is limited to 5000 lbs. After a nearly disastrous episode with a small rental trailer and a less-than-optimal tie down system something needed to change. Luckily, I discovered a unique line of trailers I had seen in Munich become available in the US starting last fall and I placed an order in December with an 8-10-week delivery time, plenty of time to make it to GOF. At the time of writing this article, my trailer is still not here (production design upgrades and now shipping disruptions). It is built but currently somewhere between Daventry, England and Charleston, SC. Fortunately, the dealer took pity on me and offered to lend me the fancier and much larger trailer you saw me with in Melbourne.

With the transportation problem solved, more or less, preparing the car for the show became the focus. I did have more than just the basic items around to keep the daily drives relatively presentable, but with this car I knew I was going to have to up my game. My buddy Steve Proctor told me to talk to a guy with a detail shop that was on the tour at the Toy & Lit and his resulting path. This led to a trip down the rabbit hole researching foam cannons. I finally decided on a Foam King (\$40.00 on Amazon) which Car & Driver says "has no right to be as good as it is for the price." Then, off to Lowe's for an electric pressure washer (Greenworks 1800 PSI, 1.2 GPM- \$99.00 on sale) so I would not have to drag the big gas-powered unit out of the basement every time I wanted to wash a car. Then there was the special



Winner!

soap: I picked Mequiar's Ultimate Snow Foam (\$22- Amazon). I also ended up buying a longer hose, a shorter gun and wand, some quick connects and a couple of new wash mitts. Now with a little over \$300 into this experiment I decided a good way to introduce the new "toys" would be to wash Nancy's car first as a demo. A response of "Oh, just like at the car wash" provided the needed validation and no questions of a financial nature were solicited. I found the results to be exceptional and if you get the nozzle dialed in, except for the shape of the car you can't tell what is under all that foam. I am still perfecting the application around the grill as a copious volume of foam can find its way into the engine bay. With this newfound compulsion I have discovered one other cleaning "trick". I am sure many of you have shared my frustration at cleaning our ribbed floor mats. By chance, I found a soft bristled fingernail brush to be better solution than any other method I have used short of taking the mat out of the car (which involves a fair amount of profanity).

So, I arrived at GOF in a borrowed trailer with what I thought was a very nice clean car with the only presumption of placing in the Pre-A Class. I was more than pleasantly surprised with the "Best in Show" award and I was not faking when I showed shock at its' heft as I was handed the cup (I had never paid attention to its size). It is now displayed proudly and prominently in our living room until it is relinquished to a new caretaker next year.

If it's Tuesday, this must be Belgium

by Glen Getchell

Chapter 5 "What? No Freaking Tulips & The Ship of Irony"

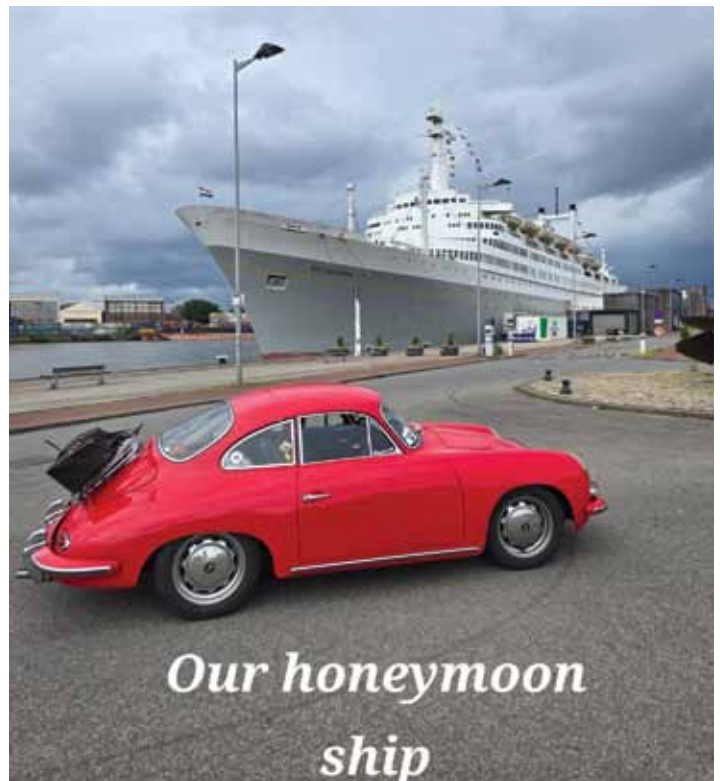
We started the last leg in "Rudy" as we left Ghent and Belgium. Our destination was Roosendaal in the Netherlands. This is a quiet little city that was chosen as this is where the shipping warehouse is located, and where we needed to drop "Rudy" off for his ship ride home. We picked a small old family-owned hotel which offered secure parking and was approximately 10 minutes from the warehouse. What was even more convenient was the proximity of the train station to the warehouse. Less than a 20-minute walk. We arrived in Roosendaal and did some sightseeing. Then we did a practice run to the train station and warehouse to see how long it actually would take, so we could be sure to get there as quick as possible the next morning. After all, this may be where we would say good bye to our trusty steed "Rudy", but we still had to get to Amsterdam for our flight home. And "if" we could get there early enough, we could have a day to tour Amsterdam to boot. The test drive could not have gone any smoother. Ten minutes max to the station.



With that out of the way, I took the gamble that despite it being late in the season that we still might be able to get to a place near Rotterdam known for their Tulips for Mary. The attempt to see the Tulips was a bust. The fields were bare. But this was just a layover as we had dinner plans that evening in Rotterdam anyway on the SS Rotterdam. This famous ship is permanently docked as a hotel and restaurant (like the Queen Mary in Long Beach, CA). This is something that I had planned years earlier when our original I356 event plans were destroyed by Covid. The reason why I had planned this excursion is that this is the very same ship that Mary and I took our honeymoon on. This had been our "Ship of Dreams" (a name given to the Titanic. A foreboding hmm can be heard). Anyway, as usual it was raining. We were too early for dinner, but wanted to see the ship again. Regrettably, every place we went to a security guard would follow and lock the area down saying it's closed. No matter how many names I called him he just kept locking doors. Eventually there was no place on the ship you could go unless you were a hotel guest. At this time, with still an hour left before our dinner reservation, Mary and I went out and sat in "Rudy". We decided that we would have a symbolic toast to our 25 years of marriage by drinking champagne that was given to us at the I356 event, and using the souvenir coffee cups that Frostie and Rose Marie had given us. These cups had been wrapped in dirty socks and



stashed in the trunk (Yum!). After our dirty feet toast, we went to dinner which was actually quite good, but not served in the ship's original dining room which was a bit disappointing.



Anyway, the ship that had been our “Ship of Dreams” 25 years ago was now different in many ways, but the same in others just like us. It was a stark reminder that you can’t go back to the past no matter how hard you try. Regrettably I felt that our ship does not have a bright future and faces stormy waters. I believe it to be a failing attraction. Now a lot older if not wiser, I viewed this grand vessel differently. With areas locked from view and/or unkept and needing work not worth performing, this was more of a “Ship of Irony” rather than a blast from the past. So, what had years earlier been designed as a romantic visit to our honeymoon ship had become in reality a rather melancholy visit to a massive floating symbol of how fast time flies and the effects it has us. But hey, dinner was good so we had that to fall back on. And I’m sure neither of us will forget drinking champagne out of sock flavored mugs in “Rudy”. A tasty memory for sure.

The next morning, the plan was to get to the train station first thing in the morning. Drop off Mary and all the luggage at the station, then drop the car off at the warehouse as soon as they open, then walk back to the train station. This would get us in Amsterdam by late morning. I love it when a plan comes together. But alas as usual it didn’t. We left as planned and started on our way to the train station where within sight of the station we came to a screeching halt due to construction that literally started that morning. We could see the station, but we couldn’t get to it. Waze, Google Maps, and the GPS would only give us the route we were taking. Even using detour mode on the GPS failed. It just wrapped us around to put us right onto the closed roads. We would ask locals, and they didn’t know how to get there either. One guy tried to help and told us to go the wrong way down a one-way street. He said “if the cops stop you, just say you’re Americans, you’ll be OK”. We tried it, but nope. Eventually it just weaved us around the city to run into the same construction. This was becoming time consuming. Our 10-minute drive was starting to turn into hours. Eventually I just started driving out of the city the opposite way until we were far enough away for the navigation systems to develop a different route to the train station that came in from the opposite direction. By the time we reached the station it was already the time we had hoped to be in Amsterdam which was still a 1.5-hour MOL train ride away. I dropped off Mary with the luggage,

ran “Rudy” over to the warehouse, then walked back as planned. It was perfect timing. The next train would be there in 5 minutes. Luck was finally on our side. Ha! Just saying that should make you laugh. After rushing out to the platform and waiting the 5 minutes, there was no train. 10 minutes, 15 minutes, 30 minutes and still no train. We confirmed with others waiting that we were in the right place. Finally, some railroad workers came by and we asked where’s the train? “Broke down!” Are you freaking kidding me? Some opted to take the train on the other side of the platform. Apparently, it would get you where you wanted to go, but by taking a really long, longcut. We asked the RR workers if we should take it? They indicated it’s a gamble. If the correct train shows up you would arrive way earlier than those that took the other train. But if the other train doesn’t show up you will never arrive. The RR workers believed that the better gamble was to wait as they had heard that progress was being made. Eventually the train showed up hours later, but nearly on-time for the train scheduled for the time it actually arrived.

We had an uneventful train ride with some good scenery of old Dutch windmills and mustard fields. We eventually made it to Amsterdam where we had again chosen an Ibis adjacent to the airport to try to avoid anything going wrong the next morning with our flight. This Ibis room was more like a cruise ship. Even the bathroom sink was in the sleeping area. Anyway, we dropped everything and bolted for a bus to downtown Amsterdam. Now hours behind schedule we were trying to make up time. We met some Americans on the bus who had lost an iPad and was tracking it. It looked like it was still where she had left it. We understood that this was downtown, so we got off on the same stop. Nope. We walked forever before getting to the area of Amsterdam that you want to see when you only have about 6 hours to see Amsterdam. Finally in downtown we reserved one of the famous boat tours. While we waited, we walked as much of the city as possible in the available time, and narrowed down where we would have dinner. Despite the extremely limited time we had, I do feel that we got an enjoyable view of many of the main attractions. No, we didn’t head towards the “Red Light” district because everybody knows how big of a prude I am. Ha! Not! But truth be told there would have been no time, and even some male college students from the area that we had sat with and had a drink said not to go down there. After dinner we took our bus back to our Ibis (which I had not previously mentioned was again next to another Ibis with higher rates).

First thing in the morning we had our continental breakfast and then started to see our best laid plan going south in front of us. The line for our shuttle bus was already forming when an Asian family of about 400 suddenly rushed the doors and got in line. Panic started to set in. And not just with us. It was clear to even the Asian family that they were not all going to fit on the next shuttle bus to the airport. For the life of me I have no memory how this all resolved itself, but we made it to the airport on time, and had a non-eventful flight home.

About 1.5 months later Speedster Jack drove me down to Ft. Lauderdale to pick up “Rudy” at the shipper’s warehouse after his long voyage. It was all over. “Rudy” was now home safe and sound.

Our 5-week trip would cover 8 Countries and 5,000 miles. Hence the title of this article. Honestly, I’d do it again. Drive those 356’s!



FOGlight Editor
1710 Bryan Street
Melbourne, FL 32901

*Joe and Liz Owen making a parade lap on Polo Field in Sarasota at Porsches and Polo event.
Photo by David Witty*

