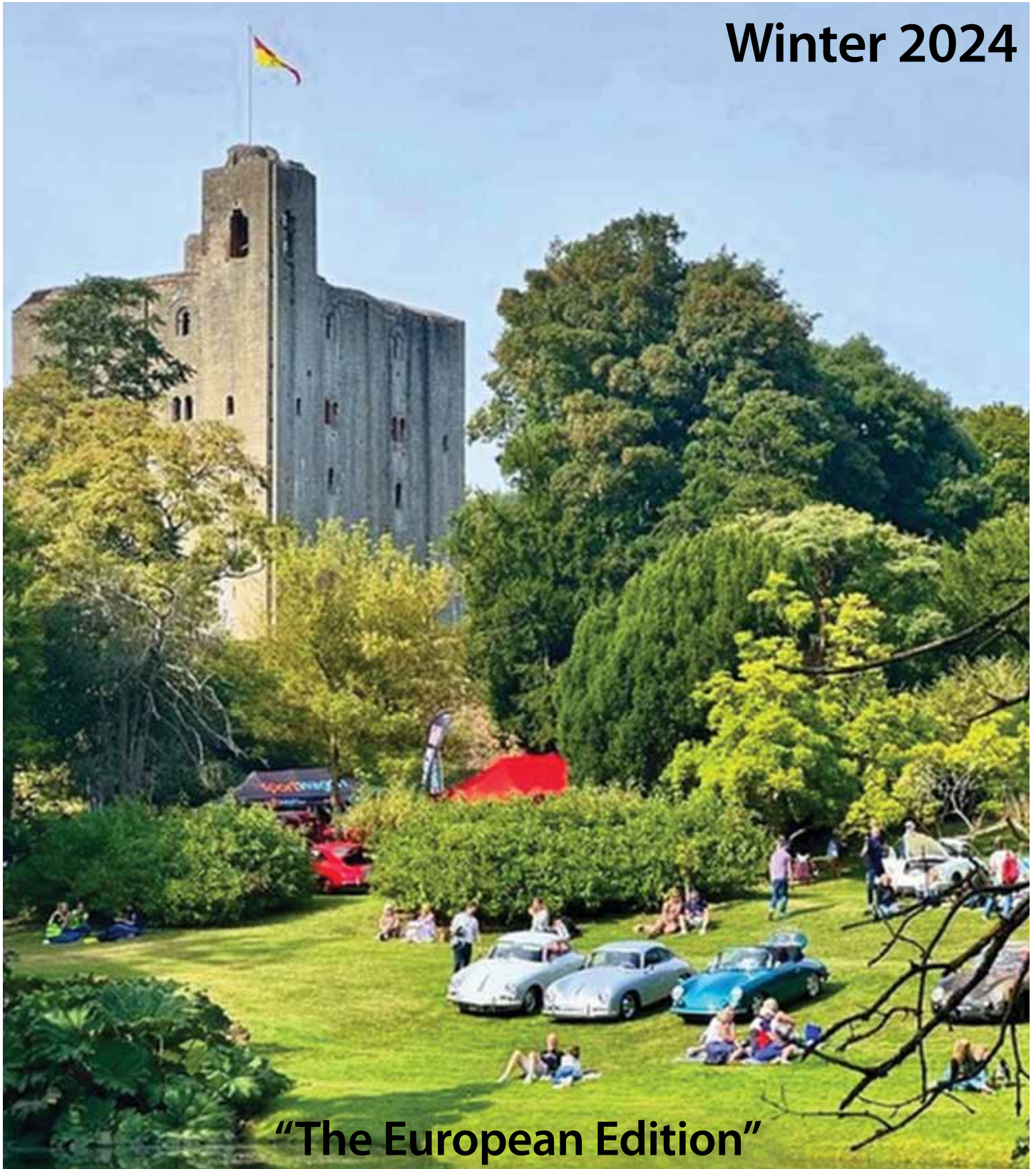


The FOGlight



The Official Newsletter of the Porsche 356 Florida Owners Group.

Winter 2024



"The European Edition"



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The FOGLight is the official publication of the Porsche 356 Florida Owners Group (FOG). It is published quarterly. Send articles, photos and suggestions to: Robin Hoffman, FOGLight Editor at RobinCHoffman@hotmail.com

On the cover: Classics at the Castle event from Porsche Club of Great Britain. The annual event takes place at Hedingham Castle in Essex England. Photo by John Lovejoy III.



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Upcoming Events

March 20 to 23, 2025 – Gathering of the Faithful in Melbourne, FL

Monthly Regional Meetings

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

One of the great benefits of owning a 356 is the opportunity to meet and socialize with a marvelous group of people – our fellow 356 owners. Since the long distances in Florida make it difficult for many members to attend statewide events, we have developed a system of local breakfasts and/or driving tours to keep our members in touch with each other.

Central Florida (Orlando area) Breakfast first Saturday of every month. Lunch tours occasionally. Contact Chris 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. Lunch tours occasionally. 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

Cynthia Kenemuth	Indialantic	62 356 B Notchback Coupe
Jonathon Knoerdel	Bonita Springs	61 B Notchback
Matthew Pentaleri	Jacksonville	64 356 SC Coupe
Brad Schlossmann	Boca Raton	57 A Coupe
Henry Wilkinson	Atlantic Beach	58 Speedster

President's Message

The end of the year gets busy for everyone and the club as well. The year just kind of disappears and that is when we realize that we have too much to do and even less time to do it. The Gathering of the Faithful planning is in full swing as Peggy's article will elaborate upon. Everyone's miles for the Drive Those Cars Contest should have been sent to Terry by now to tabulate. Oh, then there's those holidays we celebrate that need our attention. Don't forget New Years is waiting to cap it all off. It can all be a lot of work.



There are number of items we were trying to take care of for the club that we were able to accomplish. We did get a new member, Carlos Cendejas who has agreed to run for office and help with social media which is much appreciated. The need for a new FOGlight editor problem has been solved. Cynthia Kenemuth, a very new member and new 356 owner, has accepted the challenge. We all need to give Cynthia a lot of support (and a big thank you) for taking on the position that Robin has done so well. Please think about this, when you are asked to help with the content for FOGlight, please send something to be included. It can be just pictures, or a trip you took or even a repair that did or did not go so well on your 356. A while ago I wrote a little story about a mystery bolt that I found underneath the crank pulley. The story elicited quite a few guesses as to where it came from. It remains a mystery to this day. But it engaged our members and that's what being in a club is all about.

The one thing I have learned about volunteers is that they are getting harder and harder to find. I think they are all at Bigfoot's house hanging out. This is going to be a problem that will need to be solved, and I am not sure how to do that. Peggy and I (mostly Peggy) work on the GOF starting in June and straight on through to the day of the event. I want to thank all the members before us that had to organize the GOF as it is a lot of work. I am bringing this up because we are going to need volunteers to help with this year's event once again. I have been told that asking for help doesn't always work and that I should designate someone. I just don't know who that someone is. If it is you, please take one step forward and be recognized. I have said this before, a club will only survive if there are volunteers to support it.

There wasn't much going on as far as driving the 356. I had an issue with the fuel system, but I think it might have been a glitch. Unfortunately, when something like that comes up with the 356, I tend not to take it out for drives. Why is it that the car starts fine in the garage, and you go for a drive and then it just does not want to start again? This is a common problem among us that until recently I was not a victim of it. It is really frustrating to find the actual problem. And what is worse is that the problem goes away without finding out why. This means it is possibly going to happen again, so I think twice about a drive. But we go out anyway. I'm sure many of us FOG members tend to shy away from driving our cars because of mechanical issues or horrible traffic. But I tend to cast caution to the wind and go for the drive. The state of Florida does have some nice areas to drive in, South Florida is not one of them and we must be alert when

competing for space in traffic as we are small in comparison to the SUV's driving at 100 miles per hour on the road.

On a totally different topic, Peggy has come out of retirement and is back on the Autocross track once again driving our recently purchased Mazda Miata which we call "Little Red". Peggy's first event was at the Saint Lucie fairgrounds on December 14th. Peggy was auto-crossing with two of our other Porsches, but one was too hard to handle and the other suffered a mechanical failure. Peggy and I decided that what was needed was an inexpensive car that was cheap to fix, the Miata fits the bill perfectly. And like our 356 it sure is fun to drive.

We are still planning a cross-country trip in the 356 next year after we get through the first half and get time to prepare for it.

Looking forward to seeing all of you at the upcoming Gathering of the Faithful!

Please welcome our new volunteers, Carlos Cendejas to help with Social Media and Cynthia Kenemuth, our future FOGlight Editor.

Paul Raben
FOG President



Carlos Cendejas



Cynthia Kenemuth

From the Editor

Thanks for the memories! After serving as your FOGlight editor for 4 years and building 20 FOGlight issues, I am passing the torch to Cynthia. I appreciate everyone who has sent me articles and photos over the years. Special thanks to Harry Allen who does all the prepress for the newsletter now. I know there are many more stories to be told. Volunteering has been a great way for me to meet people and become immersed in the 356 community. I hope you all will embrace Cynthia and help make FOGlight even better! Best wishes to all.



Robin Hoffman

FOG TWO Million Mile Mission

Drive Those Cars 2024 Final Tally

by Terry Cohen

Well, fellow travelers, here we are at the end of another great 356 FOG year. We had a wonderful Gathering of the Faithful with an incredible venue and strong statewide participation. I love seeing people who I have not seen for a while and the opportunity to make new acquaintances. It is always amazing how easily we become fast friends thanks to our shared passion. I think that also reflects on the type of people who are attracted to our unique little cars. I am now finishing my second year as the shepherd for this club endeavor. I am surprised how much I have enjoyed the task, and the major bonus is getting to better know so many other members. I extend my apologies to anyone who felt badgered by my follow up emails scrounging for every last mile. As I have said before, this is a FOG Challenge that hopefully will engage all members in the days ahead. Recognizing the top mile meisters is not the main objective, but rather is hopefully an incentive to all to drive more and to submit miles.

Our club total mileage exceeded last year's total, and **we surpassed the 1.5 million mile mark** early in the year. Last year we bested 109K miles and this year we beat that by 2,000 miles. **Our total cumulative mileage since this program's inception is 1,592,564 miles!** A lot of the usual suspects are at the top of the contributor list, but we have fresh faces moving up through the pack as well. I commend every one of you who has contributed and hope those who have not done so in the past will feel comfortable joining regardless of the number of miles driven. Every one helps. My aspiration for 2025 is to have a banner year where we can possibly reach 1.75 million miles! That would require about 40K more miles submitted, but I truly suspect there are a significant number of miles still waiting to be "discovered".



So, without further ado, here are the results for 2024:

1 John Lovejoy III	Belle Isle	10810
2 Mark Pribanic	Neptune Beach	8412
3 Glen Getchell	Seminole	7554
4 Todd Williams	Clearwater	7544
5 Jeff Hathorn	Melrose	4748
6 Jim Spears	N. Reddington Beach	4567
7 Jerry Holderness	St. Petersburg	4347
8 Fred Thatcher	Labadie, MO	4146
9 Chip Steward	Deland	3995
10 "Frostie" Schneemann	Bradenton	3900
Jack Kasmer	Sebring	3765
Terry Cohen	Boca Raton	2909
Pete Bartelli	Venice	2874
James Rowe	Hobe Sound	2860
Bruce MacMillian	Essex, CT	2621
Glen Long	Dunnellon	2236
Carlos Cendejas	Tampa	2108
Diane Mierz	Branford, CT	2096
Chris Sloan	Tampa	1876
Paul Raben	Fort Lauderdale	1875
Bill Cooper	St Augustine	1849
Daryle Higgenbotham	Kennesaw, GA	1818
Matthew Mirines	Palm Beach	1754
Forbes "Toby" Anderson	Vero Beach	1700
Chip Reichhart	Vero Beach	1661
Steve Hoffman	Cocoa	1575
Steve Martin	New Smyrna Beach	1525
Andrew Dickson	Belle Isle	1512
Paulette Hilsman	Boca Raton	1301
Michael Branning	Lexington, SC	1200
Steve Bamdas	Lighthouse Point	1185
John Reker	Winter Park	1116
Jamie Cielewich	Winter Park	1064
Scott Cielewich	Winter Park	848
Richard Denham	Sarasota	806
Jeff Wolters	Clearwater	774
Russ Hibbard	Lake Worth	719
Karen Walker	Cocoa	652
Jim Shartzner	Boca Raton	645
Mark Eskuche	Stuart	640
Matt Peckham	Whippany, NJ	450
Craig Stoughton	Casselberry	376
Mark Hutto	Jacksonville	300
Mike Koller	Fort Lauderdale	249
Katie Messer	Jacksonville	227
Rick Riley	Sarasota	195
Louis Coury	Daytona Beach Shores	184
Fred Trippensee	Avon Park	116

Congratulations to all who have contributed to the Challenge. I am looking forward to another great Gathering of the Faithful in Melbourne in March. Anxious to catch up with everyone there. In the meantime, take advantage of 356 weather and rack up the miles. Everyone note their beginning of 2025 mileage and keep me posted! Keep driving those cars and ...

Keep the 356 Faith!

Ahoy FOG Members!

The 2025 Gathering of the Faithful will be on our shore in Melbourne on March 20 to 23, 2025

Join Us!

By now I hope that you all have received our "save the date" email with the dates and location of our next Gathering. Registration opens soon if not already at the time of this publication.

I'm writing this because I am very excited about all the activities we have lined up. There are so many things to do here on the Treasure Coast that we have even planned an optional pre-event activity for those who wish to join us at the Space Force Station/Launch Site Tour. Their website is <https://canaveralight.org> and read a visitor's article on their experience at <https://spc.pca.org/cape-canaveral-space-force/station-lighthouse-tour-november-16-2024>. This activity will max out at only 25 cars. To participate in this activity, you will have to check in at Cape Canaveral at 9:30 am finishing at 12:15 pm. Know that if you sign up for this, I will email you the itinerary along with a form that MUST be completed and returned ASAP. If not done by March 1st your name will be removed from our attendance list and the member at the top of our wait list will go instead.

The host hotel from two years ago has given us a great rate; we've blocked out rooms there. The hotel will be the location for our welcome party on Thursday night. Friday morning we've lined up three choices that include drives,



two museums displaying treasures from ships sunken off our coast, a car collection, and award-winning lunch spots. Again, we've found and are including a fun restaurant for our Friday night dinner and social time.

Our Saturday morning people's choice concours will be held on the grounds of the fabulous American Car Museum. We will have a corral for our concours while joining over 400 classic cars in their Classic Car Show. Don't forget about our Saturday afternoon swap meet, please bring any items that may be of use to another member. This year's swap meet may bring an interesting surprise.

Saturday night is our banquet and awards presentation, always a fun night. Maybe you will go home with a new treasure of your own.

We ask that all who can, come to our member meeting on Sunday morning at the hotel.

Finally, 356 Unlimited has invited us to their open house after the member meeting.

Hope I see everyone there!!!

Peggy Raben, GOF Registrar



Speedster Reminiscing – Skyway Speeding

by Jack Kasmer (formerly known as Speedster Jack)

This particular story has to do with my obsession with how fast I could go by the top of the Skyway Bridge on my, back then, frequent trips to my good buddy Glen's house in Seminole. Back then I'd use any excuse to rack up the miles in the speedster. It now had a Duane Spenser built 912 motor in it and I didn't have to keep revs below 4000 as with the original A motor.

On those occasions when I got to the Skyway, if traffic was light(er) I'd look for a clear lane and see how fast I could go by the top. I use a GPS speedometer app with an alarm I set to tell me when I exceed a particular speed. The car was running exceptionally well that day and my previous record was 103 at the top.

Because Thumper (my speedster) was feeling frisky that day I thought 105 was doable. So, I set my alarm and went on my way.

Everything was running nicely as I passed through the toll lane and the bridge looked very clear that Sunday morn. Everything was in place for setting a new speed record. I sped up winding out the gears, climbing faster, faster 90, 95, 100, I'm gonna do it ...

Uh oh! All at once a different sound behind me, and some extra acceleration and a BLAAATTT! all at the same time. I hadn't quite peaked, but I knew the sound. I threw a belt. So, no fan!! I shifted neutral just short of the top, or maybe at the top?? I shut off the engine and I coasted the mile (I guess) to the rest area... just making it to the parking lot.

I stopped, popped the deck lid expecting to find a broken pulley or a thrown belt. What I found was a shredded mess. I took a photo of the pieces I picked out of engine compartment and placed on a piece of parking lot newspaper for contrast.

I found much more found when I pulled the engine, it's amazing how it got everywhere! I pulled out my spare belt and replaced it, thankful it wasn't a pulley, and finished my journey.

I did hit 105 as disaster struck, and I've never topped it since. The moral of this story is ... if you're gonna try for a speed record over the Skyway, check the condition of the belt. Or better, don't even try anything that dumb!

That's my story and I'm sticking to it.



What a mess!

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Updates from the Regions

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

Northeast Region – Jacksonville Area

Note by Debbie Cooper. Photo by Janis Croft

The members of NE region of FOG met for breakfast and thanked Jim Voss as our regional coordinator for organizing events for a decade plus! He made sure we were all in the loop to meet for breakfasts, drives and other activities for the 356 enthusiasts in our area.



*Jim and
Kathy Voss*

After breakfast we had a short drive to take a picture in the "circle" created by photographer Alan Winer. Check out the photo on page 2.

Bill and I will be trying to fill Jim's shoes as we take over the responsibilities as NE Regional Coordinators. We encourage suggestions from all members in the area for places to dine, drive, picnic, etc. in 2025.

Again, a great big thanks to Jim for his many years of going above and beyond!

East Coast Region – Vero Beach Area

Note and photo by Robin Hoffman

Our big population of snowbirds should be arriving home soon to fill up the parking lot at Panera Bread during our monthly gatherings. In December, Terry and Mike Cohen made the trip north to join the group for breakfast and add miles to their "Drive Those Cars" tally.



Vero Beach Panera in December

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2024 Oktoberfest

Article and photos by David Kelly

The annual Space Coast Region "Oktoberfest Concours, BBQ & Swap Meet" was held on Saturday, October 19, 2024 at F. Burton Smith Park in Cocoa, FL. This year's event was marked by having the largest number of participants ever, with PCA members coming from as far away as Jacksonville and Tampa, in addition to members of the 356 Florida Owners Group (FOG), all to join in the fun and camaraderie. The event was sponsored by "356 Unlimited" and managed and orchestrated by Steve and Robin Hoffman, along with other SPC volunteers.

There were over one hundred and twenty-five Porsche fanatics who enjoyed a delicious lunch featuring traditional Oktoberfest food prepared by Coasters Tavern, after which they participated for awards and prizes in the fun-filled Tech Quiz and checked out offerings on the Swap Meet tables. A professional DJ, Car Cynic DJ Sound, was onsite and provided great music throughout the day for all the attendees.

Many food items were brought by members to be donated to the "Food Pantry of Indian River County" to help those in need and impacted by the recent hurricane and tornados.

Cars in the concours event were arranged and judged in five classes, with additional awards for the "Best in Show" car and the "People's Choice" car. There were many outstanding examples of almost every model of Porsche on display.

FOG members come every year and compete in a People's Choice concours for the Kirk Stower's Memorial Trophy. Kirk was a beloved PCA and FOG member and was the President of FOG from 2003 to 2007. Kirk's wife Rosemary was in attendance to visit and hand out the trophy.

I hope to see you at next year's event!

356 People's Choice Winners

1st Place: Carlos Cendejas – Toga Brown 1964 356 C Coupe

2nd Place: Mike Cohen – Ivory 1961 356 B Roadster

3rd Place: John Reker – Champagne Yellow 1965 C Cab



Carlos Cendejas' Toga
Brown 1964 356 C Coupe



John Reker's Champagne
Yellow 1965 C Cab



Swap Meet treasures



Awaiting Carlos Cendejas' return
from Tampa to present him the
Kirk Stower's Memorial Trophy



Let's eat!



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If It's Tuesday, This Must Be Belgium

Article and photos by Glen Getchell

Chapter 3 "Apple vs. Android, The "&%"\$# Toll" and the 49th Annual International 356 Meet."

After a night of sleep I was still not in a good mood, but it had nothing to do with the previous day's rain and repairs on the Outlaw Isabella. It was more of a disappointment in how our drive had been going thus far. See, the problem, to put it succinctly, was "highways". Now you can call them Interstates, Autobahns, or whatever, but the bottom line is that they are straight, boring, and crowded no matter where you are in the developed world. In fact, I would argue highways prove population decline is a myth, but I digress. For the most part, except for rare occasions where you can floor it on the Autobahn in Germany, highways just suck! Now Frostie had spent months working out the route from Bavaria to Portugal with the plan to use back or "fun" roads. The more he worked on it the more he discovered that we would have to take highways more than we wanted. But he still had a plan with as many side roads as possible with some stops at historic sights. Regrettably after all his hard work, this plan started to come apart before we ever left his house when he tried to Apple "Airdrop" the route to our Android phones. For those of you that don't know, Apple and Android are not compatible. This caused untold problems as we would not have the route to follow and would be reliant on Frostie (who made his disdain for the Android phone well known). Anyway, this issue was immediately amplified "literally" as we started to pull away from the house when Frostie's phone mount broke leaving him to try to navigate with the phone in his lap. Anybody who has ever tried to do this will attest that it is less than ideal to say the least. And this would cause navigation problems until the mount could be replaced. This combined with bad weather (did I mention rain in the last chapter?) and traffic really added some hours to our driving days. And to try to compensate for this we ended up taking the highways a lot more than planned. But there was also another cause for the highway driving, and that can be described in one word. "Lunch!" We would often stop for lunch in cities that we would pass. And while this was enjoyable, it had a downside of "time". These stops, while very "European" were generally many hours long as we would first have to enter the city, find safe parking for four 356's, find a place to eat, get seating and order for seven, eat, get back to the cars, and get out of the city. 2-3hrs min. was typical. Unfortunately, things came to a head at a long lunch when as family and good friends sometimes do, Frostie and I butted heads and tried to kill each other over our previously undiscussed priorities. Frostie's Food & Culture vs. Glen's Driving & Sightseeing. This incident was easily my biggest regret of the trip. However, despite the tensions and our conflicting priorities, Frostie agreed that driving the highways sucked. So unbeknownst to me that night Frostie got together with Gerhard and created a route of back roads into Portugal for me that Gerhard would lead, while Frostie and the Lovejays would continue their more food and culture route.

The next morning with Gerhard in the lead we took on the back roads through Spain seeing small villages, and country vistas while having some driving entertainment and no traffic. Our lunch was at a convenience store where Gerhard suggested

that I try a "Fuet Extra." This is a foot long sausage on a rope, and as I discovered is the perfect food. I mean it's meat on a rope. Nothing bad ever comes on a rope, except maybe a noose. A Fuet would be a fixture in Rudy for the rest of the trip and still would be if I could buy them in the States. So, despite the back roads I found food nirvana and a piece of European culture anyway. And it was on a rope!

Once in Portugal, we had no choice but to get on the Highway. Now I had read that when entering Portugal that you must first stop and pay for future tolls. I had even gotten an e-mail from fellow Foggie Jim Spears that they had to stop upon entering the country to pay tolls. Truthfully, all of this still remains a mystery to me. Anyway, as we followed Gerhard through the first toll both at high speed the first thing I thought was "Ha, I beat the system." My thought was that we came into Portugal on a "barely" two lane wide road, missing the required country toll stop. We had "snuck in." Another reason why I followed through the booth was for some reason in the back of my head I just have never considered Portugal part of Europe despite knowing better. I knew Gerhard had a Sun Pass type toll reader, but in my defense, I thought he said it would not work in Portugal. Anyway, these assumptions were wrong. We quickly got to the next toll booth where you were required to insert a ticket to open the gate. I had no ticket. As panic set in as traffic started to grow behind us. Mary jumped out to try to explain to the growing line what the Stupid Americans in the funny little car had done, I kept pushing the help button until I reached someone who indicated they only spoke Portuguese and would have to find someone to speak English. I waited for what seemed like forever until an English speaking person got on the speaker. This person sounded suspiciously like the non-English speaking person who had put me on hold. The conversation went like this. "Put the ticket in the slot." "I don't have a ticket." "Why not?" "I didn't stop at the last booth." "Why not?" "Umm, because. How do I fix this?" "Since we don't know where you got on, you have to pay for the entire loop." "But I only went through one other booth." "You have to pay for the entire loop." (Note that there was a tone similar to a Monty Python mocking sketch directed at me.) "OK, just let me get through, traffic is building." "Insert your credit card and be



more careful next time.” (Credit Cards is how you pay for tolls in Portugal, so I don’t understand the whole pre-pay thing I had read, and Spears had indicated). The amount? Approx \$70us for a couple of miles. I was not pleased! Soon we were back on the road following Gerhard. He had waited on the side of the road during this fiasco. That night we all had dinner as a group with everyone happy that they had gotten what they wanted out of the day’s drive.

On Wednesday we all arrived at outside of Estoril Portugal. Frostie had scheduled an “emergency” day into our schedule. And as Jr. was able to fix Isabella within a couple hours, and no one else had any problems, we didn’t need the day luckily. This gave everybody a day to do what they wanted. Mary and I toured Lisbon on our own and found it to be an interesting but extremely crowded tourist city. Downtown was a little too crowded for Mary’s small town upbringing and my general dislike of humans. The next day we arrived at the Estoril Palacio Hotel (the events lodging) which was just across the street from the “Casino” where the cars would be parked, and drives would start.

Now most would think that the International 356 (I356) event is basically a Registry Holiday or big FOG GOF except overseas. If so, you would be wrong. First off, Europe is not interested in sitting around all day to look at the cars. If you want to look at the cars, then walk around the parking area at one of the events. There is no car show, no concours, no voting. Socializing is done over a big meal. No, these cars were meant for driving not sitting. This 3-day event is packed full. Where you might be used to having hours to get ready for a banquet at a US. based event, you would be hard pressed to find 45 min at the I356. And a single “big banquet”, heck we had five (in three days) not including (breakfasts). Most at incredible venues, which we arrived at after beautiful drives. One we took a tour bus. The first big banquet would be Dinner at the Hotel, second would be at the National Mafra Palace, the third was dinner at the Queluz, the fourth at the National Coach Museum (which has a huge



collection of old coaches some hundreds of years old), the fifth and final gala at the Casino of Estoril.

The drives were incredible as we drove inland back roads to coast roads boarding the Atlantic along the Portuguese coast. Each ending at either a banquet or a large get together with wine and champagne. And when I say large, I mean large. How about a couple hundred 356’s at every stop which included UNESCO World Heritage sites, museums, and other special locations. No, this is not your American 356 Holiday.

Sunday morning it was time for the participants to pack up their 356’s (A 356 was required to attend). Our group said our good bye’s and headed off to the four corners of the world like the rest of the participants. Mary and I (completely on our own now) were barely halfway done with our trip as we now had to get “Rudy” to Rotterdam where he would be shipped home. Now Rotterdam was not just around the corner. In fact, we had at least five countries to traverse to get there. And there was plenty to see. Stay tuned for Chapter Four “D Day”.



Isabel's Adventures – European Tour Continues

Article and photos by John Lovejoy III

At the conclusion of an amazing 49th Annual International Porsche 356 Meeting, we bid all of our new and old friends goodbye and headed to Porto, Portugal. In Porto we toured the Taylor's Port distillery and enjoyed a restful evening enjoying of good food and some of Portugal's best wine. We awoke early, driving to the northern Spanish port of Santander. There we boarded an overnight ferry, imagine a small cruise ship with cars, seeing several other 356 folks returning to England. After enjoying a magnificent dinner, we turned in, our room was sparse but adequate and we arrived in Plymouth, England the next morning. We drove a mere 6 hours from Plymouth to Ambleside to stay at Langdale Chase, a beautiful estate on Lake Windermere in the Lake District. An early morning hike revealed the scenic majesty of the English countryside. After breakfast we mounted up and pointed North to Oban, Scotland. A dear friend of my sister arranged for us to spend a couple nights in her lovely cottage. Over the next couple of days, we explored Scotland. We found driving around Scotland was a mixture of pure exhilaration, fear, and pleasure. Once off the main highway the roads are basically a single lane and intermittently a 'passing space' will appear. These spaces are randomly placed to allow vehicles, should they actually meet at this area, to move over just enough to pass each other. This explains why so many English cars have scratches down the right side! In Oban we toured the Oban Distillery and the Castle at Dunbeg and drove through Fort William to hike around the base of Ben Nevis, the highest mountain in England. Next, we turned south to Glasgow for a brief tour and overnight stay. Onward then to York with a midday stop at Hadrian's Wall where we found a distant cousin of Isabel's serving up excellent cups of coffee! Finally, our travels wound up north of London in the county of Essex where we deposited Isabel at PRS LTD. There the PRS team lavished mechanical attention on Isabel, evaluating our fuel pump repair, changing her oil, and tuning up the engine. After a brief 3 month

pause, we planned to complete our European Adventure. But where to next?

The Adventures of Isabel – European Conclusion

After a three-month hiatus, I returned to London heading back to Billericay and PRS to pick up Isabel. She was cleaned up, tuned-up and raring for a road trip. After saying my goodbyes, I was off to catch the tunnel train headed towards France. Breezing through customs and immigration, I drove east to Liege Belgium to pick my college roommate, Dave for another road trip. Our adventure took us on many amazing country roads, and the opportunity to visit Bastogne, the site of the Battle of the Bulge. An at once educational, fascinating and emotionally moving experience, we toured the Bastogne War Museum and then walked the very forest and field that the 101st Airborne defended. After acknowledging our forefathers for their bravery and sacrifice, we headed to the "Ring". The "Ring" also known as "The Green Hell" is the Nurburgring racetrack.



Somewhere in the middle of nowhere in Europe



How high can we go?

On most afternoons they offer a tourist drive where any legally registered vehicle can drive on the track. As we pulled up, a mist had settled over the track closing it to all traffic. We hung out with many other gearheads and behold, 30 minutes later the weather cleared enough that the track was opened. Around we went, three easy, fun laps, with only periodic moments of sheer terror as a GT2, GT3 911 turbo or even more frightfully, an Audi or VW would blast by at high rate of speed. Next was the Porsche Museum in Stuttgart by way of the Autobahn. No records were set, but it was enjoyable not to worry about our rate of speed. Many great photo ops at the museum later, we headed to Baden-Baden to visit GS Manufaktur, a German 911 tuner shop and enjoy a spirited drive through the Black Forest. Berchtesgaden was our next stop as we headed to the home of Porsche, Zell-Am-See and made a visit to Porsche Design. The road though beacons, and one of the most magnificent roads was before us – The Grossglockner High Alpine Road. It's many twists, rises and falls, curves and straight aways, blind corners and steep grades mixed with spectacular beauty on a ravenously beautiful day! After dropping off Dave in Innsbruck, Isabel and I continued to explore many other great roads like the Jaufenpass Sdtirol in Italy and the Oberalpsstrasse and Furka Pass in Switzerland ending the mountain ride in Geneva. And what next? Well, Paris, of course. With the Olympics ending, traffic was a bit of an issue but not enough to prevent a ride around the Arch De Triumph. After picking up my lovely wife Alicia, we set off for the south of England and the Goodwood Revival. A drive through the countryside then brought us to a few large rocks in a field, Stonehenge, and then on to tour the beauty of Wales. The trip culminated in a visit to London and the opportunity to

join the Porsche Club of Great Britain for their Cars at the Castle event on the grounds of Castle Hedingham. Isabel's time was up in Europe, at least for now, and she boarded her flight to Los Angeles. Rumor had it there was a fantastic Holiday party planned on the West Coast...



We'll always have Paris



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Reaching for the Stars

Article and photos by Jim Goodlett

Come first of the school year, it's tradition to celebrate Nick's road ahead and done so by clambering upon a Porsche roof and reaching for the stars. From the first time we started this tradition 3 years ago, the lad has grown exponentially, now getting closer to looking me in the eye than the 4ft nothing he was but in his 11th year on planet earth (he's actually grown nearly a foot taller in the last year, which also means he's want for eyeing my collection of Puma driver's shoes!). Although now it's close to end of the first quarter studies, when he took to the roof of AMARILLO – our 1962 356B Outlaw. The lad is settling well into being a 9th grader in High S'cool if you will and stepping to a volume of new challenges that have him reaching higher for planets in the distance that get closer as he continues growth, edging towards mark of that wanted 6ft that is not far off.

On numerous sojourns after picking up Nick from school in the 356 and sometimes the 550 Spyder, I let him grab hold the wheel as I keep a steady hand nearby ready to grab the directional device in case of a case. It is giving him newfound confidence on the road of life, for at first, I could just about hear his heart beating out of his chest with the thrill of being part of the pilot program in the cabin. Now the autopilot named Nick just reaches for the tiller when we have long straights with gentle curves to travel. I don't mind, as it's the journey, never the destination as we take long road home.

In kind, over many a year if not decade, my friend, THE Paul Ryan (cybernetic theorist extraordinaire, innovator with the medium called [video](#) long before such thing became such a thing in the early '60s, McLuhan Fellow and good man to his life partner Jean Gardner), was a pillar of knowledge transfer for me. One year when in deep conversation about systems theory, Paul bequeathed a gem I hold high to the heavens when he defined 'metaphor' as "What is a META for, if the reach does not exceed the grasp"...lofty perhaps, but aspirational for sure!

The band, Vampire Weekend, has a song entitled "HOPE" which has within, a line of that sings "hope you let it go" as it predicates that energy, both good and bad, is something to savor but not behold. It's something I hope Nick learns to do with things that don't matter so he can reach greater heights, but I also have hope Nick never lets go these spots in time together when perhaps later down road he is hard pedaling the 356 and I'm somewhere beyond the grasp at hand, mere dust particles apexing between galaxies that get closer as his universe expands infinitely.



...reaching for the stars...



...sharing the wheel



The future's thumbs up...

Volunteering at THE Porsche Club Race

by Peggy Raben



The view from Turn 7

I have been in love with cars for as long as I can remember, Dad was a mechanic with three daughters who had to work in his shop. I loved hanging out and watching as an engine was opened up. No surprise, I married a car enthusiast.

Ten years ago, a friend invited my hubby to the 48 Hours at Sebring Race to volunteer. Paul came home very excited telling me about all the cars, fun he had, the people he met. His assignment was "working the grid" where he checked that the drivers had their safety gear all set and instructed the drivers when to take off. Well, all I had to hear was that he got right up, close and personal to those fabulous cars and I wanted in.

The next year we both signed up to volunteer. We stayed for 3 days. I helped at grid, WOW, that was exciting. I helped at the volunteer check-in and also at the goodie store. Those experiences gave me the opportunity to meet so many people who were there for fun and to have a good time.

The whole place is a buzz of activity and with cars zooming on the track.

We've continued to go every year. I do take time out of my work schedule to watch some of the races, drive in the parade lap (yes, you can drive on that famous international racetrack) or even participate in the autocross.

If you haven't been to Sebring International Raceway before, the excitement starts as you enter. Pause at the top of the bridge and take in the magnificent sight of the infield full of beautiful Porsches, colorful tractor trailers, and a host of vendors with flags flying, displaying their wares.

If it's been some time since you have been to the raceway, you will see many upgrades to the property including hook-ups for RV's. Be sure to pre-register for the hook-ups by contacting Paul at PRaben356@gmail.com, don't just show up. Or if you prefer, the area has, in recent years, added many hotels to stay in.

While 48 Hours has been the largest Club Race in North America for many years, our goal continues to be the greatest race. The number of CUP cars continue to grow each year but we are



proud of the fact that Porsches from the 60's to today's models still have a place for friendly competition under the watchful eye of the PCA Club Race Scrutineers.

This year the race is offering night racing as long as enough drivers are interested, which I'm sure they will be. This is going to make for wonderful photos.

If this is something you'd like to experience and are willing to volunteer, all you have to do is to go on the website - <http://www.48hoursatsebring.com/volunteersignin.php> - and sign in as a volunteer indicating when you would be available. In the dropdown for job choices there will be job descriptions. At the race when you check-in at our volunteer desk you will receive a commemorative shirt and a lunch ticket.

NOTE: This event is NOT open to the public. PCA members and their guests are welcome.

Don't forget to stop by the goodie store and say, "Hi", to me.

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*Oktoberfest 2024 Kirk Stowers Memorial
Trophy Winner Carlos Cendejas with his
Toga Brown 1964 356 C Coupe.
Photo by Robin Hoffman*

