

The FOGlight



The Official Newsletter of the Porsche 356 Florida Owners Group.

Fall 2025



Oh! What A Year!



1955



Scott Cielewich '55 Pre-A Coupe (red)

Kent Malone '55 Pre-A Coupe (red)

Karen Walker '55 Continental Coupe (black)



Chris Sloan '55 1500 Continental Coupe (red)

featured with pet dog Gubbio

Curt Dansby '55 Continental Coupe (silver)

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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: FOG members sporting their 1955 356s in celebration of the 70th anniversary of the PCA. Photos by featured FOG members.

Hanging around Dave Rodenroth's shop.
Photo by Debbie Cooper.



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Upcoming Events

October 25 – Oktoberfest Concours/BBQ/Swapmeet, Cocoa, FL
People's Choice Concours for FOG members with the winner receiving the Kirk Stowers Memorial Trophy - \$20 entry includes lunch and beer!

Register: <https://clubregistration.net/events/signUp.cfm/event/16043>

March 18-22, 2026 – The Gathering of the Faithful in Gainesville, 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 debbiercooper@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 Dan Streetman at (404) 625-7823 or vdubrd72@yahoo.com.

Welcome New Members

Richard Cowell	Hobe Sound	65 365 C Coupe
Jason Fedder	Palm City	63 356B Twin Grille Cab
Steve Regester	Naples	60 B Roadster
Steve Rothbard	Winter Park	57 A Coupe, 64 SC Cab

President's Thoughts

At last, I am seeing signs of the weather cooling off. At the same time, here in South Florida, it seems I may be in need of an ark with the recent amount of rain. I was waiting to compose this message until after Drive Your 356 Day. Unfortunately, I never took the car out of the garage in order to prevent the Speedster from literally becoming a bathtub. So, I am hoping that the rest of you had weather conducive to enjoying our cars on the 21st. By the way, Happy Fall everyone!



Summer was devoid of much 356 driving due to the temperature. It was hard to motivate myself to get the car out and enjoy it when I would immediately become soaked with sweat while simultaneously cooking in the sun. Now I can look forward to pleasant days motoring and planning weekend excursions. Hopefully everybody will follow suit and start racking up the miles again.

I did enjoy a fantastic 356 experience earlier this month when I drove the '62 Notchback to the West Coast Holiday in Colorado Springs. I convoyed with Glen Getchell and "Speedster Jack" Kasmer. We made the trip there essentially in 3 days and ditto for me on the return leg. You know there is a LOT of corn in Kansas! Windmills too. The three of us rendezvoused just north of Wildwood where the Turnpike and I-75 met.



President on the bridge

The WCH was awesome with so many cars and wonderful people. I enjoyed the displays and saw some gorgeous cars in all categories. There were about 6 Outlaws from Rod Emory's shop and they were all exquisite. The driving events were great with Royal Gorge on one day and a journey to the top of Pike's Peak the other day. The awards banquet recognized the winners in the concours as well as recognition to members. Rod Emory spoke of the recent passing of his father Gary and it was very touching. Chip Perry received the "Long-Distance Award" coming from Blowing Rock, NC with excursions to National Parks enroute. He took 2 weeks to travel over 4,000 miles. I received second place for my 3 day sprint of 2,250 miles.

This Fall should be great with more activities. Try to make it to Oktoberfest in Cocoa, FL on October 25th. A very nice event. We also have a great GOF 2026 coming together scheduled for Gainesville on March 18-22, 2026.

One final note: I have turned over Drive Those Cars Challenge to Paul Raben, our esteemed Past President. I truly enjoyed that

endeavor, but other duties called and Paul is enthusiastic about continuing the mission. Well, that's all for this issue. Hope to see people in the next months. And remember....

Keep the 356 Faith!

Terry Cohen, FOG President

From the Editor

I read a quote from an unknown author, "The weather just went from 90 to 55 like it saw a state trooper." It's October now and Mother Nature is tapping at our shoulder to start cooling off but Florida is stubborn! Many Foggies will be returning and enjoying our beautiful driving weather while some of us were sweating through the miles to regional events over the summer. The summer flew by but it ushered us into a new season inviting us to reflect and slow down to enjoy the scenery. What better way than to drive our 356s and truly enjoy the comradery.



Cynthia Kenemuth, FOGlight Editor



Pink is the new black

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

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Drive Those Cars 2025

by Paul Raben

Fall has begun and it is time to enjoy the cooler weather while driving our 356's so hopefully we can have a strong showing at the end of the year. Quite a few members traveled to the WCH, some went overseas to the International Meet in Italy and others hit the road to drive around the country. We also had the Drive Your 356 Day and the 70th Anniversary of PCA gatherings. Peggy and I drove the 356 up to North Carolina, drove the Cherochala Skyway to Tennessee and then up to Michigan.

There are plenty of reasons to take the 356 out of the garage and drive even if it's just to the beach! Thanks to all the participants that have responded with their miles.

Here's our current mileage numbers:

John Lovejoy III	Belle Isle	8012	Scott Cielewich	Winter Park	1624
Mark Pribanic	Neptune Beach	7113	Barbara Skirmants	North Branch, MI	1581
Pete Bartelli	Venice	6526	Steve Bamdas	Lighthouse Point	1448
Terry Cohen	Boca Raton	5514	Michael Branning	Lexington, SC	1400
Bill Cooper	St. Augustine	4601	Mark Hutto	Jacksonville	1381
Paul Raben	Ft. Lauderdale	2677	Jamie Cielewich	Winter Park	1292
Tom Manger	Ft. Myers Beach	2675	John Reker	Winter Park	1108
Matt Mirones	Palm Beach	2479	Chris Sloan	Tampa	1075
Steve Laurenzano	Newberry	2406	Todd Williams	Clearwater	928
Jerry Holderness	St. Petersburg	2161	Jeff Hathorn	Melrose (Speedster D)	920
Jim Voss	Green Cove Springs	1926	Steve Hoffman	Cocoa	762
Jim Spears	N. Reddington Beach	1923	Chip Steward	Deland	680
Glen Long	Dunnellon	1829	Paulette Hilsman	Boca Raton	614
Chip Reichhart	Vero Beach	1637	Jeff Hathorn	Melrose ('59 Coupe)	575
			Volker "Frostie" Schneemann	Bradenton	537
			Allen Peerson	Jupiter	535
			Jim Shartzter	Boca Raton	409
			Donovan Essen	Palm City	350
			Forbes "Toby" Anderson	Vero Beach	334
			Karen Walker	Cocoa	277
			Ed Tobolski	Wrentham, MA	211
			Russ Hibbard	Lake Worth	161
			Jeff Wolters	Clearwater	160
			Michael Kenemuth	Melbourne	147
			Mitch Weller	Palatka	124
			Fred Thatcher	LaBadie, MO	112
			Fred Trippensee	Avon Park	91

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California to Denver

356ing, Biking and Hiking, Oh What Rides!

by John Lovejoy III

We descended through the marine layer onto the tarmac at LAX on a cool May morning. After a short Uber ride, Jack and I arrived in downtown LA. Jack, my eighteen-year-old son, was bursting with anticipation. We had been planning a father-son 356 adventure for a year. When Jack turned 15, he had learned to drive a manual transmission on a 356 but for a drive of this magnitude knowledge alone wasn't enough and proficiency was required. As a result, we had purchased a new family vehicle, a 2024 manual Ford Bronco! As a high school senior, Jack drove the Bronco daily. Once he passed muster, he then practiced further on weekends in our 914-6 and his grandfather's 1964 356sc cabriolet. Although itching to jump behind the wheel of Isabel, we had our first day in LA. Of course, I prioritized the most appropriate place to see: The Peterson Automotive Museum!

Excitement awoke us the next day as we were in great anticipation of picking up Isabel. Another Uber ride and we stood before Willhoit Auto Restorations in Long Beach, CA. Isabel had undergone a thorough check up and a new rollbar was installed. A large box stood to the side, my Specialized Mountain bike. We began the reassembly, putting the bike together and organizing Isabel to make use of all available space. We grabbed lunch, thanked John and his team, and headed out with a goal of Yosemite National Park. After an uneventful drive winding through the mountains of northern California we spent the evening planning a hike in Yosemite. We hiked 16 miles through unbelievably beautiful scenery. Of course, we were the only 356 parked in the dirt lot at the base of the trail.



The mountains are calling

The following day we set off early for Lake Tahoe. The drive wound through the Sierra Nevada Mountains with gorgeous vistas, forests of pines, and alpine lakes. The Tioga Pass peaked at 10,000 feet and then as we descended the accelerator flopped to the floor, no tension, no function. Somewhat stunned, I coasted the car to the side and immediately began running a mental review of the accelerator linkage system and what could have failed. My first thought was either the ball socket disconnected at the pedal or the accelerator pull rod between the transmission and the bell crank behind the fan shroud. A quick feel of the pedal found it was under tension. I popped the engine lid and reached around the back of the fan shroud. An empty ball and no rod! I felt further to the hole in the engine tin. Empty. A quick look under the car and no rod. It must have fallen off. Well, fortunately I had my bike. I unhooked it and saddled up. I climbed up 1,000 to 2,000 to 3,000 feet. Based on a video we had taken, I estimated we had descended 2,000 to 2,500 feet before finding an appropriate place to stop. I started a zig-zag search pattern and after 2 hours of searching- voila! Twenty minutes later we had reconnected the accelerator pull rod, were back on the road, and Jack had learned a little more about 356s. I was exhausted so after the next fuel stop Jack took his first turn behind the wheel. A Cheshire size grin appeared across his face. A moment of pause, maybe just nervousness, quickly passed as I settled into the passenger's seat to see how he performed. The drive was without issue and Jack drove Isabel masterfully, my apprehension was clearly unwarranted.

After a longer day than we had planned, Isabel rolled onto the Nevada side of Lake Tahoe. A lovely meal and restful night charged us up for a mountain bike ride on the Flume Trail. Flume Trail Bikes provided Jack a rental and we experienced trails with the most spectacular views I have ever seen on a mountain bike. After an 18-mile ride we returned, cleaned up and drove over to the California side of the lake for an incredible dinner at the Gar Woods Grill and Pier. I awoke early and headed over to a self-car wash to clean up Isabel and then onto a local mechanic for an oil change. Cleaned and with fresh oil, I picked up Jack to check out and headed to Salt Lake City, UT.

The drive through Nevada and Utah was long and uneventful. Jack got some serious wheel time! In Salt Lake City, we arrived at a friend's home who of course is a Porsche guy. He connected us with a local bike shop and we headed out to Snowbasin to ride their stellar trails. Next, we headed to Mount Rushmore. The drive to Mount Rushmore covered miles of open prairie, rolling foothills, and then merged into the Black Hills. Boys being boys, we did get into a little mischief in the town of Custer, SD. We then slipped into the Black Hills which provided a wide selection of roads, from the straight and fast to the winding single lane challenges. All a blast in a 356! We departed the Black Hills and headed due south to Denver, CO. A very kind Denver 356er allowed us to park Isabel in his garage until the West Coast Holiday in September. She was tucked away in good company ready for her next 356 gathering in Colorado Springs, CO.

Keeping the faith, I started planning our next Isabel adventure.

From the Regions

Greetings from Germany

Article and photo by Holger Dick

Hello dear Peggy,

As promised, I'm attaching the announced pictures with warmest regards to the Florida Owners Group Porsche 356 from Germany.

It's a great honor for me to be able to display this badge from you on the radiator of my 356. I've already told this wonderful story to many acquaintances and friends. It will always remain special to me... Just like the 356 itself.



From Germany
with love

International 356 Event

Article and photo by Jonathan Knoerdel

My wife and I live part of the year in the South Tyrol area of Italy and then return to Florida for the fall and winter. We are FOG members and as luck would have it the 50th International Porsche 356 meeting was just a short 4-hour drive south to Cervia, Italy. So, we hopped into our VW Golf 8 (our '61 Notchback



International 356 Event
brings out the best

and 992 are resting in Florida) and buzzed on down to see one of the greatest 356 International gatherings held once a year.

What a wonderful experience for us, as we bumped into so many 356 enthusiasts from all over Europe, USA and as far away as Australia! Over 265 beautiful Porsche 356s, pre-A, A, B, C, in all colors both Coups and Cabriolets. I was like a kid in a candy store!

We kept an eye out for any FOG members and bumped into Pete Bartelli and his double sharp 356. (Our first FOG member to meet and many more to go!)

Next year the 51st International Porsche 356 meeting will be held in La Baule, France. Let us know if any FOG members had thoughts of going.

Foggies at Parade- Oklahoma City

Article and photos by Robin Hoffman

Another Porsche Parade is in the rearview mirror. Parade 2025 was in Oklahoma City, OK and it was so much fun! The drives, banquets and activities kept us very busy. Visiting friends from across the country is always a highlight for me. Hans-Peter Porsche and two other Porsche family members were in attendance this year in honor of PCA's 70th Anniversary. Foggies Debbie Cooper, Leonard Whitlock and Steve Hoffman all participated as Concours Judges. Unfortunately, only one 356 entered the Concours d'Elegance and a few more were sighted during the week. PCA junior judges had great taste and awarded Dr. Bob Wilson first place with his 1952 pre-A 356. Looking forward to next year's Parade and hopefully seeing many more 356's in Lake Placid next June!



In the show hall



Fun for all
at Parade

East Coast Region – Vero Beach Area

German Night with German Cars

Article by Cynthia Kenemuth and photos by Robin Hoffman

We had a gathering of Foggies at the Café Coconut Cove in Melbourne Beach, FL on September 17, 2025. Great German food, beautiful German cars and fun socializing filled the evening. It also gave some Foggies a chance to rack up the miles for the "Drive Those Cars" tally. Mark and Mary Lee Judge (1962 Red 356B T6 Cabriolet) and Michael and Cynthia Kenemuth (1961 Heron Gray 356B Notchback Coupe) braved the elements and drove their cars in the rain! Way to keep the 356 faith!



Café Coconut Cove

War Bird Museum: Decades of Cars 70th PCA Display

Article by Cynthia Kenemuth and photos by Robin Hoffman and Cynthia Kenemuth

On September 13, 2025, fellow Foggies from the East Coast Florida Region participated in the Decades of Cars Display held at the War Bird Museum in Titusville, FL. Karen Walker's 1955 Black 356 Continental Coupe and Michael Kenemuth's 1961 Heron Gray 356B Notchback Coupe were front and center and attracted many admirers. Attendees were able to see military planes and helicopters up close and many shared their memories and admiration of the Porsche 356.



Porsches and planes at the War Bird Museum

Northeast Florida Region - Jacksonville Area

Keystone Heights Progressive Drive – June

Article and photos by Debbie Cooper

The genesis of a progressive drive began after the 2.5-hour forgettable lunch in May at Whitey's Fish Camp. Fortunately, two enthusiastic members Carl Register and Jeff Hathorn, joined us and their 356 "toy shops" are about 15 miles from each other. Another long-time Porsche enthusiast, Dave Rodenroth, has a shop about midway between Carl and Jeff so I contacted him too. It wasn't long before my plan of beginning at Carl's, then driving to Dave's, having lunch at Crackers and ending the day at Jeff's was agreed to by the three of them – and voilà it all came together for June 7th!

As we were all driving from different parts of the 356 NE Region, we met at Carl's around 10 AM. We had a great turnout with familiar and new faces. Despite the warm temperatures, seven 356s representing models from 1953 (Jim Doughton's pre-A cab) to 1965 (George and Patricia Dunn's C cab) drove from start to finish!

It was a short drive from Carl's shop to Dave's shop where some members enjoyed relaxing and chatting in the air-conditioned comfort of the "car lounge" while others were interested in the large shop, memorabilia and cars on the lifts. It was another short drive from Dave's shop to have lunch at Crackers and then we were off to Keystone Airport where Scott was the gracious "gate keeper" to make sure we were all safely inside for our last stop for the day. Jeff, Janie and Cameron Hathorn warmly welcomed us to their hanger, where there were lots of "toys". In addition to the 356s, we enjoyed seeing a 2.2L 180 hp "healthy" engine still in the crate, a gorgeous 1935 Lagonda with race history at tracks all over Europe and of course the plane was a super bonus!

Our FOG President and First Lady, Terry and Deb Cohen, drove up from Boca Raton to join us on the progressive drive and thoroughly enjoyed the 356s and the camaraderie of the NE Region members. Terry is looking forward to attending new and different events with other FOG regions this year too!

Not everyone was able to participate in the entire drive, but over the course of the day, twenty-nine 356 enthusiasts had the opportunity to drive or enjoy these special cars at the various venues along the way. Hopefully those who participated in our progressive drive through the Keystone Heights area enjoyed the event as much as we did. This special day was all possible because of the generosity of Carl, Dave and Jeff, to whom we all owe a GREAT BIG THANK YOU for making it a day we will all remember with smiles on our faces.



Hanging out at Carl's shop

Drive Your 356 Day



Jerry and Susan Holderness:
1958 356A 1600 Super Speedster J



John & Jan Reker:
1965 356C Cabriolet Champagne Yellow



Donovan and Lynn-Anne Essen:
"Claudette" 1963 Heron Grey 356 BT6



Jeff Hathorn: 1959 Speedster D



Debbie Cooper:
"Fritz" 1963 356B Sunroof Coupe



Jeff & Katherine McDonald:
"Boogie Ray" 1964 Sky Blue SC Cab



Joe and Elizabeth Owen:
1965 Irish Green 356C



Pete Bartelli: '63 GS and Robert
Shelbourne '63 S90



Russ Hibbard: '59 Convertible D



Chip Reichhart:
1957 Speedster Polyantha Red



Todd Williams: '53 1500 Normal



Tom Blash:
'61 S90 Roadster in Bali Blue

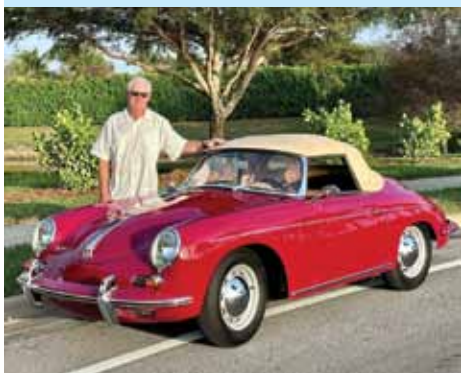


"Cruisin' Cousins": Right to Left

'55 356A - Bent window Coupe - Turkish Red - Scott Cielewich

'59 356 Convertible D - Jamie Cielewich - Jamie Blue

'55 Pre-A 356 Speedster - Ross Silverbach - Ruby Red



Steve Regester: 1960 356 Roadster



James Poole with friends Michael and Sharon Cobb: 1961 356-B Karman Hardtop Coupe in light ivory and the Cobb's 1965 356-C coupe in white



Steve Laurenzano: '62 356B Coupe



Suellen and Bob Monk (Robert T Monk Jr): C/1600 SC Ruetter Coupe, Light Ivory with Black Leatherette/B



Diane Mierz: 1965 SC cabriolet



Charlie Presta: 65 coupe



Steve and Robin Hoffman: 1958 Silver Speedster



Carlos Cendejas: 1964 Togo Brown C Coupe



Craig & Laura Stoughton: "Rudy" '57 Ruby Red coupe

How I Spent My Summer Vacation

Porsche 356s Tour Europe

by Pete Bartelli

I guess we all have one: a bucket list of “do’s” before we kick the bucket. My list started before the term even existed. It was 1974, I was in the service based in San Diego. A fellow pilot showed up at the squadron one morning with a ‘65 SC cabriolet, heron gray with blue interior/top. For me, it was love at first sight. My list started with “Buy a 356 ASAP” and I did a few months later. A nice ‘61 Roadster (vin 88599) silver with black vinyl. I soon joined the fledgling 356 Registry and the love affair continued.

Two important events happened in 1977. I got my career airline job and I found out that the International 356 Meet had their first meeting in Switzerland in May 1976. It sure sounded like FUN! I added the 356 Meet to my expanding Bucket List where it stayed for decades. There were always excuses of course: no time, no money, the job, the location, and shipping my GS to Europe was complicated/expensive but all that changed when I chatted with Foggie Glen Getchell and read his FOGlight articles about attending the 356 Meet in Portugal last year. Being retired now with a “spare” 356 all the excuses faded away. I registered on the first day it opened in September 2024.... #213/262. Only ten entries were from the USA!

Over the following months, I spoke with Glen about the planning and to several other Americans who also registered to attend. The group consisted of Daryle and Becky Higginbotham, Don and Laurie Trexler, David and Riva Smith, which some of whom are FOG members. Daryle and Becky were the only veterans with four previous 356 Meets under their belt. We called ourselves “Team Italy” and the event became known as the “Porsche Pasta Excursion 2025”. We shared information through research and experiences. Becky and Riva worked out the hotel arrangements and basic routes through seven countries. A three-week European adventure started to take form of which the four-day 356 Meet was nestled in the middle. We chose Silver Tiger Logistics as our agent to containerize and ship our four cars to Antwerp. They did the paperwork and acted as our agent with the ship and customs at both ends. We all chose to compile an extensive list of spare parts to bring along. All in all, with spare parts, tools and our luggage, I added 66 pounds to the SC, all stashed in every nook and cranny in the car. I think between us all we had enough parts for another car!

We all met at Silver Tiger Logistics in Atlanta last March to drop off our cars. Within three days they were “racked” in a container and transported to Savannah to be loaded onto the ship. It was far sooner than we all expected. The boat arrived in Antwerp a few weeks later, cleared customs and was transported to STL in Maastricht, Belgium awaiting our retrieval date in May. The cars were covered and connected to a battery charger. The STL folks are a “first class” professional operation indeed.

Team Italy arrived in Amsterdam early May. I’ve had numerous layovers in Amsterdam so I was familiar with the city tourist attractions, BUT Becky found a windmill tour I hadn’t done. So, the next day, off we went in a private MB van to see the dykes and dams, some built around the 13th century. There was also a stop for lunch and another at a cheese factory. We headed south to Maastricht the next day to retrieve our cars at the STL warehouse near the airport. There they were, ready for us, looking great. During the 15km drive to the hotel I heard a little squeal from the engine compartment. In the morning, Daryle investigated and declared a fix was needed to my upper generator pulley. “Golly”, I said, “I hope this isn’t a bad omen”. Additionally, a charging issue with the Smith’s coupe was addressed. All quickly resolved thanks to Daryle (and Team) and we headed off to Esslingen, Germany just outside of Stuttgart. We learned early on that the Autobahns was not where we wanted to take our 356 cars, so we chose the roads less traveled through the countryside and small towns. At Esslingen, Joe Owen now joined Team Italy for the next few days.

Daryle had arranged through Paul Gregor, former Porsche Clubs Liaison, for some special tours at the factory. Over the next two days we visited the 911 production line, the Archives Division, the Museum, the Classic Division and the “Recommissioning” Division. The 911 line has 27 stations, taking 3 minutes each to assemble their specific parts, robotics doing 99% of the work. Staff at each station does a task so it can still be said “made by hand”. The Archives were a delight. I got to hold, in my hand, the original Kardex for my ‘63 Carrera. Daryle held a folder full of documents on his 904-014. Same treat for Joe, David and



Team Italy in Lucerne



Porsche Museum



Gmund, where it all began

and Don and their cars. The museum held some special treats like Speedster 80014 which I had worked on and the number one 356 and the number one 911 Turbo. In the Classic department, we saw 959s getting restored alongside '73 911RS cars and later in the recommissioning area were older cars being brought up to 2025 standards with new engines, suspension, electronics, etc. and then given a new warranty! Of course, we just had to eat lunch in the Christophorus Cafe.

On Saturday, May 17th, we attended the 10th Anniversary celebration of Traumwerk, Hans Peter Porsche's personal museum in Anger, Germany, just outside of Salzburg. We were greeted with parking spaces right at the front door. Peter Porsche has a wonderful scale model of the Alps inside running up to 200 trains through scale model towns, bridges and tunnels. Of course, special VW cars and Porsche cars are on display. What we didn't count on was a late-night private tour of Peter's personal car collection underground. Perhaps as many as 40 cars from a 1950 356 cabriolet (first Reutter cab), several 356 Carreras and special 911s, turbos and RS's. I was literally overwhelmed.

The next day was supposed to be a run over Grossglockner pass on our way to Cortina, Italy. It had snowed up there and the pass was closed at the very top so instead we drove to Gmund to see the birthplace of the Porsche car. I wasn't expecting much but I'm so glad we stopped there. In this small museum, we saw a movie, some early engines on display and several early 356 cars, even a Carrera or two. Outside, we heard the blaring sound of a police siren with lights flashing only to discover it was the local VW Club surrounding our four cars at the front door of the museum and having some fun. Everywhere we went our cars attracted attention even from other marque clubs.

The drive to Cortina d'Ampezzo was beautiful through sweeping curves, a few switchbacks and with some evidence of recent snow alongside the roads. In Cortina, again, we parked right outside the front door. I sure enjoyed my first Italian meal "in country" that night. The weather was perfect the next day for our tour in the Dolomites. We stopped at Passo di Giau (7,336 ft.) for a walk around, then onto Forno di Zoldo (2,800 ft.) for lunch. My great grandparents immigrated to the USA in 1896 from Forno. It was my second visit to the town. Nothing changed. Still beautiful.

Joe Owen had a flight back to the USA out of the Venice airport so after breakfast we headed south. We said our good byes to Joe and made our way to Verona, Italy. Verona is over 2000 years old, founded as a Roman city. The old castle and the amphitheater date back to 30 AD. We stayed at the Marco Polo hotel in "old town" (kinda funny since the whole town is OLD) with the most secure parking to date: its own cubicle with a lockable door! Dinner along the river was amazing.

In the morning it was off to Cervia on the Adriatic Sea and the International 356 Meet. We had very specific directions to go through registration BEFORE going to the hotel. The official attendee number is 262 cars BUT I was told that several, up to 20 more cars, were seen around without the requisite numbers on the windshield. Registration completed with a fantastic goodie bag received (looks like the old fitted luggage material) we found the MarePineta Resort. Once again with great parking next door. This is where we finally caught up with Jim and Ruth Spears. Apparently, they spend a lot of time in Europe cruising around in their 356A Coupe.

Our days there were filled with self-guided tours, amazing lunches and dinners socializing with enthusiasts from around the world. Even a day of rain didn't dampen our love for this area. We went to San Marino, an independent country inside Italy just like the Vatican, the Misano race track for a few laps, strolled through downtown Cervia stopping at every gelato shop I could find. Friday night there was a great band playing "oldies". It was Don and Laurie Trexler who were the first on the dance floor!! Saturday morning, we filled the streets of Cervia with our cars on display. What a sight! Saturday night the dinner was elegant, speeches kept short and La Baule in western France was announced as the site of the 356 Meet in 2026. The finale was a dazzling fireworks display and a flaming "50th" cake and before I realized it the event was all over.

We departed Cervia in the morning for Desenzano. The Autostrade could have been quicker but it comes with a price. First, it's busy and full of big trucks and lousy drivers. Second, the tolls are astronomical - something like 15 Eurocents per kilometer. Add in 1.8 Euro per liter for fuel (about \$7.80/gal) and I just as soon as tour the little towns along the way on backroads. Soon we were in Desenzano along the south shore of Lake Garda. Beautiful shoreline and easy walking into town from the hotel.

The Trexlers and Smiths chose to drive around the lake while the Higginbothams and I visited a castle and monastery built into the side of a cliff. Well, I actually stayed at a restaurant at the top of the hill and watched and had lasagna for lunch! YUM! I might have also napped a bit too.

The drive to Lucerne, Switzerland was better than I expected. We had planned to drive over Stelvio Pass but again, recent snow closed the very top. We had nice mountain curves and switchbacks arriving at the Hermitage Hotel in time for a beautiful sunset over the lake. The next day, I stayed on the beach while some went on the Mt. Pilatus tour to the top. At the top, if



A wonderful night's lodging

the weather agrees, you can see all the tall peaks in the Alps: The Eiger, Jungfrau, Mt. Blanc and the Matterhorn. As we were about to leave Lucerne, a young couple with a baby in a stroller came by and spotted my Florida license plate. "Oh, you're from Florida?" I said, "Why YES!" She said, "my parents live in Venice" and well, as it turns out her parents live across the street from me! I've known them for ten years. Yes...it is a small world indeed.

Our drive to St. Moritz was thrilling with several tight switchbacks and magnificent scenery. St. Moritz is a much smaller town than I realized. It's at 6,000 ft. with surrounding peaks above 10,000 ft. The hotel staff were all so nice and the bar manager, Sam, became our best friend. He treated us like family with special seating and dinner recommendations. We realize he probably treats all the guests like this but he deserved a big tip anyway. Becky had booked us on a round-trip tour on the Bernina Express train over the Alps into Tirano, Italy. The route has breathtaking views of the Alps and UNESCO World Heritage status. You cross 196 bridges and through 55 tunnels. Wow! We liked it so much we decided we would partially drive that way to our next overnight stop in Colmar, France.

The next morning, we drove up to the top of Bernina Pass (7,600 ft.) stopping a few times just to admire the landscape. Lots of snow everywhere and cold too. Poor Don in the Roadster, top down, taking videos over the windshield was heard to mumble, "I can't feel my toes or fingers anymore" or maybe I just thought that? We turned around and headed to Mulhouse, France to see the French National Automobile Museum.

The French National Automobile Museum - Schlumpf Collection is considered the largest public automobile collection in the world. The building is approximately 25,000 square meters or 265,000 square feet housing over 520 cars from 98 manufacturers. It is the largest collection of Bugatti in the world. Attendance exceeds 16,000 visitors a month. Again, I was overwhelmed.



Colmar, France

It was a short drive to Colmar. Parking was reserved there but oddly it was on the main street. Nice room and a short walk to another wonderful restaurant made the day complete.

The next day was a Sunday and us guys drove north to Saarbrücken to see Peter Hofmann, an old friend with a 356 shop and superb car collection. He and his wife Sabine manufacture 356 parts, especially for the 4 cam folks. We got the tour and ended up buying a few parts as well. He told me that they just bought a place in Bradenton, FL. I hope to see him more often now.

Now comes the final drive back to Maastricht to drop off the cars for shipping back to the USA. That accomplished we soon were back in Amsterdam for the flight home the next morning. We gathered that evening in the Hilton bar for drinks and dinner recalling all of the highlights of our adventure.

An unusually long 52 days later, we picked up the cars at STL in Atlanta. The 550 mile drive home to Florida was HOT but that's another story.

This bucket list item is now finally signed off.



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Seat Covers and Cigar Burns

by Dan Streetman

There's a particular kind of heat in Florida that makes you question your hobbies. May was that kind of month, the sun wasn't just shining, it was relentless. No rain, no breeze, just still, baking air that turns tools hot to the touch and makes you curse German engineering as you wrestle 60-year-old seat tracks loose. My Porsche 356, faithful but imperfect, needed new seats. The old ones were shot. I'd sent photos to a professional team out in California who knew their stuff. They took one look and gave it to me straight: "They're toast."

For a year, I kicked the idea around: pay a pro or take it on myself? One side of me leaned toward letting a professional take the wheel. The other, the more stubborn and curious part, craved the hands-on work and whatever lessons came with it. I'd already learned from the tachometer replacement that if you can do a project in air conditioning, you do it in air conditioning. So, I dragged the seats into the guest bedroom, cranked down the thermostat, and threw on some Motown to set the tone. "No Where to Run" by Martha and the Vandellas was playing when I cracked open the first seat. Fitting.

The seat covers I used technically belong in a 911, but they fit the 356 well enough. They came with a bit of character: two small cigar burns on the back of the driver's seat. I decided to leave the burn marks. They're a quiet detail that might catch the eye of an observant enthusiast, and when they do, there's a story behind them that adds to the car's charm. These seat covers had once lived in one of George Bryan's cars. We'd parked side-by-side at the 2024 GOF concours, and later exchanged a few emails. It was George who gave me the final words of encouragement to tackle the job on my own.

I moved slowly. Deliberately. No "oh shit" moments, just patience, and a steady respect for the process. I tried to recreate the center tuck on the seat bottom; the detail the pros always say rookies miss. Mine isn't perfect, but it's the product of someone doing it for the first time, with care and intention.

By the time this article hits your hands, a few of you will have already seen the seats. Maybe you noticed they weren't exactly stock for a 356. Maybe you caught the small cigar burns. Maybe you didn't. But if you looked twice, that's all the invitation I need to share the story, and the reason I chose to do the work myself. They feel better now, more supportive. But beyond comfort, there's something else. A kind of satisfaction you only get from doing it yourself, knowing you took something broken and made it whole again. Not perfect but whole.

There's probably a metaphor in here somewhere about wear, time, and letting things show their age honestly. How a couple of cigar burns in a seat back don't take away from the car, they add to it. They carry a story, a connection to the last guy who used them and the encouragement he gave me to take this project on myself. Not everything needs to be new to be meaningful. Some things are better when they've been used, handed down, and made your own.

There's a spare engine sitting in my garage, and I'm gathering the nerve and the knowledge to put it back together. I'm not in a rush. I want to understand every part of the process as I go. If you're working on something yourself, I'd be glad to swap stories, turn a wrench, or just be around while it comes together.



Taking my time, being patient



The final product



Those seats were toast



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My 55 Years with my 55 Continental

by Chris Sloan

I purchased my car in 1970 after graduation from high school. I grew up in California in a hilly section of Los Angeles called Palos Verdes, and I thought this car would be fun to drive.

The car was in fair condition, painted silver with nerf bar bumpers and a black interior. It had matching numbers, engine and transmission, however the previous owners/history was unknown. I used all of my savings and paid \$700 to purchase it. I continued to drive it when I went to a local college and then onto the University of Southern California. I commuted frequently and studied at the USC Marine Lab, so I bought a motorcycle and put the car in storage. After years of education and training we ended up in Detroit, Michigan.

I then began the restoration process in 1991-92 with Vic Skirmants doing all the mechanicals. Then in 1995-97 started the frame up restoration at the Sports Car Factory and Panelwerks in Mentor, Ohio. During the restoration process I requested from Porsche a Certificate of Authenticity and I discovered that my car was a Continental. The car was then restored to its original Turkish red color, original interior and with the Continental emblems.

Throughout my years in Detroit, I had limited time off from work but we would do local events with the Motor City Gruppe Club. In 2007, due to a job change and family, we moved to Tampa, Florida. We did a few local events but again time was limited until I retired in 2020.

Since then, we have participated in the FOG events when we can including multiple annual Gathering of the Faithful events and even winning twice the People's Choice Award Pre-A/A closed coupe division.

I have to thank my family and the multiple Porsche friends we have met for helping me and my wife through this journey, and we look forward to more adventures to keep the faith.



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*Karen Walker's 1955 Black 356 Continental Coupe at the Tico Warbird Museum. She was a featured car during PCA's 70th Anniversary Party.
Photo by Robin Hoffman*