

356 CAR

California Alta Region

May/June 2010



North Meets South 2010 Concours "Best in Show" winner - Rich and Linda Peters' A Sunroof Coupe

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.. and much more!

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356CAR MONTHLY MEETINGS

1st Saturday

San Mateo Breakfast

8:30 AM

Mimi's Cafe, 2208 Bridgepointe Parkway, San Mateo, take Mariners Island Blvd exit just east of Hwy 101 on Hwy 92, head north, turn right on Bridgepointe Parkway, restaurant is on the right. Contact Michael Hodos at mehodoss@mac.com or 650-326-1621

2nd Saturday

Sacramento Breakfast

9:00 AM

Marie Calendar's, 5525 Sunrise Blvd, East Sacramento, Hwy 50 east to Sunrise Blvd, head north about 4 miles just past Madison Ave, restaurant is on the left. Contact Wayne White at w2consulting@sbcglobal.net or 916-863-5144

3rd Saturday

Hollister Breakfast

9:00 AM

San Juan Oaks Golf Course, Hollister, 156 east off of Hwy 101, 4 miles past San Juan Bautista, right on Union Road, right to the golf course. Contact Jack Biersdorff at jbiorsdorff@aol.com or 831-636-3046

1st Tuesday

Santa Cruz Dinner

6:30 PM

The Point (formally Portola House), 3326 Portola Drive, Santa Cruz. From Highway 1 Exit 41st Avenue. Go South on 41st Avenue ~2 miles (towards the beach). Turn right on Portola Drive at the four-way stop intersection. Proceed 5 blocks to the restaurant on the left. Contact Steve Douglas at soquelglen@prodigy.net or 831-239-1291.

5th Saturday

Central Coast Breakfast

9:00 AM

Spanish Bay Golf Course Clubhouse, Pebble Beach, enter 17 Mile Drive via the Pacific Grove Gate, mention the Porsche Breakfast for free entrance. Contact Diane Morrill at 356goodiestore@usa.net or 831-375-4442

Cover photo: Barney Speckman

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President's Message

By Jenny Derich

Hello all of you 356ers!

The abundant spring rains have provided us with lush green corridors to drive our little cars through during this last month of Spring. The Bay Area foothills and the snow-kissed Sierras are breathtaking venues for afternoon drives, especially for those of us with open cars. Enjoy it while it lasts!

In our last issue we were eagerly anticipating North Meets South 2010 in SLO. Those of us who made the journey will never forget this one. From start the finish Phil Rowe and his team of Rich Peters, George Breein, Richard Sweeney, Dean Lyon, Ed Morris and a host of volunteers ran the event with clocklike precision. Our club banner adorned the entry of the Embassy Suites Hotel and the festivities were nonstop.

All the drives were so much fun that it was hard to decide which ones to take! The Friday night mixer was a big hit and allowed us to sample hors d'oeuvres, wines and music in the private banquet room. By the way, I'm still getting requests for information on the wonderful vendors that had their wares and services displayed at the hotel.

The concours utilized our new reusable signage and custom printed placards for each car, both designed by the multi-talented Rocky Raymond who also did the event logo, program and name tags. The literature and small parts sale was a huge success, the tech session was well attended and the swap meet drew a large crowd with many parts changing hands on Sunday morning. Kudos and thanks for a job well done to the volunteers and participants alike.

Southern California Porsche 356 Club President Jim Liberty announced that next year's North Meets South is to be held in Morro Bay on May 19-22. Registration will open soon so watch your email inbox and our 356CAR.org website for registration information.

Speaking of events, the next few months are action packed: the last Four Peaks Tour drive of 2010 on July 10, the Monterey Reunion/Historics events in August and the Topline People's Choice Concours & Swap Meet in September. Be sure to check out the Events Calendar in this issue and always check the 356CAR.org website for the latest information. Got an idea for an event? Contact Event Chair Barney Speckman at bspeckman@nexant.com or 925.367.3940.

Incidentally, if you haven't been reading the occasional "Porsche Roads" feature by Steve Douglas that started appearing in the newsletter at the end of last year now is the time to start. His "Highways 16,49, 88 & 89 Revisited" piece in this issue is not only terrific driving, it's terrific reading! Don't miss it!

Now for some reminders . . .

Memberships paid through 2010 will expire July 1st. Please check your mailing label and send in your renewal per the instructions on page 15.

Members are welcome to participate in our conference call board meetings at no charge. Contact Vice President Jim Reeder at jlr210@aol.com or 510.409.7576 for details.

Please continue to show your appreciation for the support we receive from our advertisers by making them your vendors of choice.

Last but certainly not least, please join me in welcoming the following new members to 356CAR:

Volney and Andrea Cameron, El Sobrante
Rene and Claudia Correa, San Jose
Steve Farnham, Georgetown, TX
Richard and Linda Frank, Fremont
Steven Raucher, Redwood City
Donal and Daniel Smith, Sacramento
Paul Watts, San Carlos

This brings our total number of members as I write this to 296!

Until we meet again Happy Trails,

Jenny

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Are you getting your 356CAR emails?



We have begun a new service to keep CAR members informed of events of interest and latest news by email. These flyers supplement information in the newsletter. If we don't have your email address you will miss out! Update your contact information at 356CAR.org website member's page:

www.356car.org/member.html

(All information remains private)

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COMING EVENTS – CLOSE UPS

See the calendar of events and 356CAR.org for additional information.

Four Peaks Tour Mt. Veeder Drive – July 10

For the beginning of this drive of the Four Peaks Tour series meet at Starbucks Coffee, 101 West American Canyon Road, Vallejo 94503 at Highway 29 at 10 AM. This will be another fun day of lightly traveled back roads through Napa to Kenwood and then on to Sonoma. Remember to come with a full tank of gas and to bring a picnic for lunch at a small winery. This tour will end at the Schellville Airport in Sonoma to view the antique and vintage aircraft that gather there for their monthly fly-in.

Note: Originally the Mt. Veeder tour on July 10 was scheduled to be the last of the four drives associated with this event. However, the decision has been made to schedule two more drives in 2011 for those who may have missed the opportunity to do all four drives. More specific information about these additional drives will be published in an upcoming 356CAR Newsletter and posted on the 356CAR.org website.

Laguna Seca Pre-Reunion – August 7-8

Mazda Raceway Laguna Seca officials announced that the Pre-Reunion on August 7- 8, 2010, which has been closed to the public for the past few years will once again be open to spectators. Previously known as the Pre-Historics, the Pre-Reunion is a relaxed weekend for competitors to prepare for their Rolex Monterey Motorsports Reunion races the following weekend. The drivers get valuable track time to shake down their cars, test tires and car set-ups and have fun with their fellow competitors. Ticket-holders for the Rolex Monterey Motorsports Reunion will be admitted to the Pre-Reunion for \$15 per day if they show their ticket at the gate. For fans who want to come to the Pre-Reunion without a ticket for the Rolex Monterey Motorsports Reunion, the ticket price will be \$50 per day. Tickets for the Pre-Reunion will be available for purchase only at the gate and includes complimentary parking.

Rolex Monterey Motorsports Reunion – August 12-15

Formerly known as the Monterey Historic Automobile Races®, the event is now produced exclusively by SCRAMP (Sports Car Racing Association of the Monterey Peninsula), a not-for-profit corporation established in 1957. A professional staff supported by thousands of community volunteers and a volunteer board of directors are the backbone of every event at Mazda Raceway Laguna Seca. For Rolex Monterey Motorsports Reunion tickets and additional information visit www.Mazdaraceway.com or call 800-327-7322.



Event dates and locations are subject to change. Always check www.356car.org for the most up-to-date event information.

June 26-27

Sacramento Valley Region PCA Zone 7 Concours Weekend

Niello Porsche, 4525 Granite Drive, Rocklin 95677. This is a two-day driving tour/concours event. You can participate for one day only if you wish. The concours includes a Display Only class for which there is no entry fee. See www.derporsche.net for additional information.

June 27
7 AM –
4:30 PM

Palo Alto Concours

Cadillac will be the featured American marque and Mercedes Benz will be the featured European marque. See www.paconcours.com for additional information.

July 10

Mt. Veeder Drive

This is the fourth of the “Four Peaks” tour series. While still in the planning stage, it will include a tour through picturesque areas of Napa and Sonoma. Details will be posted on the 356CAR.org website as they become available.

Note: This is a bring-your-own-picnic-lunch event. See Close Ups and contact Steve Douglas at 831.239.1291 or soquelglen@prodigy.net or Barney Speckman at 925.937.3972 or bmspeckman@aol.com and watch 356CAR.org for additional information.

August 1
8 AM –
2:30 PM

4th Annual NorCal Vintage VW & Porsche Treffen

Dave Brubeck Park, Concord
North Side of Concord Boulevard next to Concord High School.
Casual event for air-cooled VWs and Porsches. \$15 per car, passengers free, \$5 for second car by the same owner. Contact Michael Rogers at 925.890.2165 or mjrremodeling@aol.com for additional information.

August 7-8

Pre-Reunion at Mazda Raceway Laguna Seca

Formally known as the Pre-Historics, this is a relaxed kickoff to the Rolex Monterey Motorsports Reunion August 12-15. Admission is \$50 per day with tickets available only at the gate. See Close Ups and www.mazdaraceway.com for additional information.

August 10
10 AM – 6 PM
August 11
10AM – 7 PM

Automobilia Monterey International Expo

Embassy Suites, Seaside Free parking. The largest automobilia show in the USA. 40+ top international dealers in a single venue. Only original items for sale. Benefits the Monterey Rape Crisis Center. See www.AutomobiliaMonterey.com or contact Tony Singer at singer356@aol.com for additional information.

August 12-15

Rolex Monterey Motorsports Reunion at Mazda Raceway Laguna Seca
The new sanctioning body will be the Historic Motor Sports Association!
Featured Classes will be:
Formula 1 1966-1983
Trans-Am 1966-1972
Stock cars 1959-1975 with drum brakes!
A Bugatti Grand Prix also will be featured.
In addition the track will honor Dan Gurney – the cars he built, the cars he drove. See Close Ups and www.mazdaraceway.com for additional information

September 12
8 AM –
12 Noon

Topline Automobile People's Choice Concours & Swap Meet
1028 Carolan Avenue, Burlingame, 94010.
Co-Hosted by 356CAR and the NorCal912 group. Concours entry is \$5; Swap Meet vendor space is \$10; No fee for spectators.
This is a space-limited first come, first served event for both the concours and swap meet.
Swap meet vendors who make an advanced reservation by contacting Wil Patterson at 650.851.7152 or wxpatt@sbcglobal.net and arrive by 8 AM will be guaranteed a space. Rain cancels. Watch www.356car.org or contact Michael Hodos at mehodos@mac.com or 650.326.6121 for additional information.

September 19

Drive Your Porsche 356 Day
Watch 356CAR.org for details of local drives.

October 1-3

Classic Sports Racing Group Charity Challenge Vintage Race Weekend
Infineon Raceway, Sears Point in Sonoma.
Take a three-lap ride for charity in the vintage racecar of your choice for a good cause. See www.csrg.org for additional information.

October 6-10

West Coast Holiday
Grand Summit Hotel at the Canyons, Park City, Utah. See www.westcoastholiday.org for additional information.

October 9

Winery Tour
Following the Sacramento 356CAR Breakfast. A scenic drive that will include visits to several wineries. Contact Bob Murray at 916.955.8427 or bobmspeedster@yahoo.com for additional information.



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North Meets South 2010 Diary

By Tom Sansone



Once a year 356CAR Sacramento area members head south for their pilgrimage to the annual North Meets South weekend in Central California. Spring time in San Luis Obispo engenders thoughts of green hills, wild flowers, cars, friends and of course happy hours. This year the trip to SLO was a little different for us because we would miss the most exciting part of the trip. We wouldn't see the ribbons of color in front of us as our caravan of cars stretched out on the highway or swayed through the back roads. This year we decided to trailer our car instead of traveling with our fellow Porsche 356 enthusiasts.

Thursday, April 29

For us the trip began the day before the opening of the event. We didn't want to miss out on any of the activities and it never hurts to get there early to enjoy the Farmers Market on Thursday evenings in downtown SLO. We loaded the trailer the day before with all the necessary "equipment" (tools, extra parts, lawn chairs, swap meet items) and of course the car. We were ready for any road or parking lot emergency!

MapQuest indicated the trip would take 4 ½ hours to travel the 280 miles. Considering the reduced speed of the trailer, lunch and a fuel stop on I-5, we planned on 6 hours. We pulled out of the driveway at 8:15 AM and headed south. By 9:30 AM we decided it was time for

a rest stop and pulled into the same rest stop we use every year. Lo and behold, the Sacramento contingent of 356 CAR was there in force! After a few hellos, the rested and revived group headed out with that familiar train of color . . . only to be caught by 356CAR Club members from Grass Valley! Without any plan we had all come together in that one spot on the side of the road. The Porsche gods were with us.

We lunched and refueled at Kettleman and then headed west toward Highway 101 and Paso Robles. As we passed the James Dean Memorial at Cholame we observed a moment of silence to show our respect for the well-known Porsche enthusiast who died too young.

We rolled into SLO at 2:30 PM, parked the trailer, unloaded the car and checked into the hotel. The event registration was gearing up and we soon had the event agenda, our badges, tickets, goodie bag and drive instructions.

Along with some of our Porsche friends from Oregon and Sacramento, we headed for the Farmers Market with plans for people watching and dinner. As usual, the streets were blocked off as street vendors and entertainers gathered. We ran into many 356ers as we explored the downtown streets and ate our way around the market. Fudge brownies with strawberries and whipped cream! We thought we had died and gone to heaven.

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Friday, April 30

One of the nice things about the Embassy Suites venue is the buffet breakfast every morning. It makes for a perfect time to make plans for the day and of course dinner as well. It was decided we would meet in Avila Beach and eat seafood at the Custom House.

With that out of the way, it was time to turn our attention to the cars. The guys were already talking about the need to wash bugs off the cars and to investigate that funny sound they heard on the drive to SLO. A stroll into the parking lot revealed a flurry of activity. The car wash area was in full swing and there were several deck lids open with tools spread out on the ground. Amateurs and pros alike were busy diagnosing problems and making repairs. These are affectionately referred to as "parking lot tech sessions." It's amazing how many heads you can fit into a Porsche 356 engine compartment!

Electrical problems are always one of the biggest mysteries. After a long and frustrating search on a puzzling problem, someone suggested a call to Joe Leoni for the needed information. Sure enough, with a cell phone and Joe's instructions the problem was quickly found. That extra regulator I socked away in the trailer came in handy. Under another deck lid, a fan belt was creating a problem. One of the faithful had his thumb in the wrong place at the wrong time and ended up with several stitches and the biggest one finger bandage you have ever seen. No matter what the problem, it's always great to see guys lending a hand (or a thumb) to get the job done.

After visiting the Goodie Store and the vendor room, we decided to go on the "Amazing Race" which was a drive similar to a gimmick rally. While following route instructions there were questions for which we had to find answers. A prize was offered for the most correct answers. The drive took us through some beautiful country with spectacular views. In fact, we soon found that the search for the answers took away from the scenery so we gave up on the questions and just enjoyed the drive. We stopped for lunch in a small town called Creston. We returned to the hotel just in time to set up for the Swap Meet held inside the vendor room.

There was a huge crowd at the Swap Meet. The numbers completely overwhelmed the size of the room. While there were tables were set up for the sellers, the hotel staff had to bring in more tables to handle the large numbers. When everything was in full swing the aisles were full of shoppers

standing shoulder to shoulder at the tables. Although I didn't sell any of my restored jacks, I had a great time talking with guys about their cars and the correct jacks for their model. I enjoyed all the interaction, but in the process I missed going around to all the tables to see what was available.

Following the Swap Meet, there was a wine tasting in the main Ballroom. There was another huge crowd all eating cheese and crackers while tasting wine and trying to identify the wine and the region in which the wine was made. There was also a roving Master of Ceremony who used a microphone to interview people trying not to display their total ignorance. It was all a bunch of fun with lots of good laughs.

Avila Beach is a 12-mile drive South of SLO. It is a small beach town with a wonderful beachfront. Many of the vendors from the Farmer's Market were there, not to mention a live band. We met 14 other people there for a nice dinner. It was one big party.

Saturday, May 1

People got up early this morning. After another buffet breakfast we had a short drive over to Laguna Lake Park for the placement of the cars. The car show is certainly one of the central events of the weekend. 150+ cars were carefully positioned on the green.

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The volunteers help organize and divide the cars by class with almost every color and model represented. It's truly amazing when you see them all together in one place.

In my Pre-A class something happened that I had never seen before. There were seven Pre-A cars in one place at the same time! Two or three cars may show up but never as many as seven. There were three fresh restorations: a '55 Continental Coupe, a '52 body-bumper split window Coupe and a '53 bent window Coupe. There were also three other Continental Coupes, including mine that I finished restoring several years ago. And then there was a '54 Cabriolet (there were less than 400 of these made). It's astonishing that all these handsome cars would be at the same event. Every one of these cars is in terrific condition. How people vote for one car to be the "Best in Class" I will never know. The voting in the Pre-A Class must have been very difficult because there are so many fine examples of a Pre-A car.

I stayed pretty close to the car during the show. The fun part for me is talking to people about the car and the restoration process. There are always lots of questions and lots of positive feedback. That's the turn-on for me.

The generous concours lunch was efficiently catered in the park by the Embassy Suites hotel. We all sat at the picnic tables and shared our revelations. There were several cars with For Sale signs on them. A friend of mine had one of those cars and accepted a full price offer on his '64 Cabriolet that he had just recently restored. The buyer wanted my friend to deliver the car to Scotts Valley just north of Santa Cruz following the conclusion of the event so we came up with a plan to get the car to the new owner and then to get my friend and his spouse home to the Sacramento area.

Following the car show and lunch, we drove to Morro Bay where they were having a hot rod car show on the streets of town. As it turns out, we ran into many 356ers at the hot rod show and we decided our hobby was just as addictive. Some of those hot rod guys have invested as much in their paint as we have in our entire cars!

The Awards Banquet was held in the evening in the Embassy Suites main ballroom. While many of us were driving our cars or attending the hot rod car show in Morro Bay, there were a bunch of volunteers counting ballots to determine which cars were selected by popular vote to receive the awards. Two large screens were used to display images from the concours.. Someone worked very hard to get the

photos loaded in time for the banquet. At our table there were 356ers from Washington State, Oregon and California. There were raffles, door prizes and wine with dinner with two large bottles served on each table. I am proud to say our table polished off both bottles without a problem.

Of course the highlight of the evening was the announcement of the People's Choice Concours winners. This always begins with the Pre-A Class so we didn't have a long wait to hear the results of the balloting. MC Rich Peters explained that the balloting in Pre-A Class was very close because the votes were spread over so many fine cars. Rich called my name and one other, and he asked us to come to the stage. While we were approaching the stage, I remember smiling but not knowing which car would receive the second place or the first place award. My white '55 Continental Coupe was up against the recently restored, beautiful '52 split window Coupe. I'm afraid I was so anxious standing up there that when I heard Rich announce the owner of the '52 Coupe that I wasn't sure if it was for second or first place. I didn't hear what he said. I only knew the other car was called. It wasn't until a few moments later that I realized my little white car had come out on top of the very tight balloting to be awarded the First in Class award. I was so thrilled with the selection of my car, I'm afraid the rest of the evening is just a blur. Either that or it was the wine!

Sunday, May 2

At O'dark:thirty, the swap meet began in the parking lot. There was coffee for those brave enough to come out early. I set up my table and actually sold some excess beehive lenses that I bought back in 1978. It was a large turnout of buyers and sellers that morning. Of all the North Meets South swap meets I have attended, this was the largest I had experienced. Hopefully, this is a sign of more good swap meets to come.

After a few hours in the brisk wind, we packed up and left for home. We took the long route through Santa Cruz and San Jose, bucking the north winds the entire way. The winds were strong and the trailer created quite a drag. The gas mileage going north toward home was terrible, but my little white car made the trip safely back to Sacramento to show, drive and enjoy another day.

Next year North Meet South is scheduled to return to its roots in Morro Bay on May 19-22, 2011. Mark your calendars now, check the 356CAR website periodically for updates and watch your email for registration information.

North Meets South 2010 People's Choice Concours Winners			
Steve Hoskins	Pre-A Open		
Eric Holzapfel	A Open	'54 Cabriolet	
Jack & Rosslyne	B Open	'59 Cabriolet	
McCullough	C Open	'63 Cabriolet	
Stanley Gold	Speedster	'65 Cabriolet	
Ski Grabowski	Outlaw	'58 Speedster	
Paul & Jeanine		'59 Cabriolet	
Nadel			Best in Show
Rich & Linda Peters			
Tom & Kathy Sansone	Pre-A Closed	'55 Continental Coupe	
Rich & Linda Peters	A Closed	'59 Coupe	
Stephen & Vicki Childs	B Closed	'63 Coupe	
Del & Linda Sessions	C Closed	'65 Coupe	
Harry Wilson	Special Interest	'64 Competition Coupe	
Garry & Janis Haussler	Unrestored	'53 Coupe	
			'59 Coupe

Skyline Scenic Drive

By Garrick Huey

On April 3 Stan Jensen and Garry Haussler provided the first driving tour for 2010. The route took a caravan of Porsche 356s through the San Mateo hills and out to the Pacific Coast on a beautiful sunny spring day.

The drive started from the 356CAR breakfast meeting at Mimi's Café in San Mateo. The good weather brought over 60 people to the breakfast and many 356s. After the breakfast, a caravan of 15-20 cars hustled their way onto Highway 92 and then south onto Highway 280 to Woodside. Unfortunately for me, I was the last 356 following a group of six cars that inadvertently headed north on 280! As a result, our group had a scenic side trip that took us almost to San Francisco before we finally found our way to the first stop in Woodside. From there we were eventually able to continue without further directionally challenged incidents.

The drive took us through roads I'd never been on before. Some were slow twisty climbs through the hilly forests among many weekend bicyclists spinning their way up the same hills who were going to be measuring their breathing as our 356s pushed their way along leaving a trail of exhaust behind. The descents were just as scenic through nonstop canopies of trees.

One such descent down Alpine Road was met with the very bright flashing red and blue lights of a San Mateo County Sheriff's SUV. A tree had fallen across the roadway with its branches draped across the road. Fortunately, there was just enough room for the 356s to pass underneath. I greeted the officer and asked if this was the tree that



The drive regroups at an impromptu rest stop.

falls in the woods and nobody hears. He chuckled and waved me through, or should I say under?

We traveled no more than another mile when we had to pull to the right edge of the narrow road to let a large fire truck pass as it was headed towards the downed tree. I drove another twisty mile and as I was overtaking a bicyclist on the right I moved left over the double yellow line. Suddenly a patrol car came around the bend barreling towards me and flashing all his red lights at me in a glare. After safely passing the bicyclist I quickly moved to the right and waved to the patrol car. At the same time, I immediately looked in my rear mirror to see if he was going to turn around and give me something to think about. He didn't and I made a mental note not to cross double yellow lines even when overtaking bicycles.

My cell phone buzzed and chirped at me. I had no cell signal in the forest but I knew it was someone trying to see if I had gotten lost again. Sure enough it was Barney Speckman, the lead car of the misdirected six that I'd followed earlier. In response to his inquiry I told him we had just passed Pescadero High School. He said we would be at the stopping point in Pescadero soon and we would see everyone on the right side of the road. A big "Thank You!" to Stan and Garry for including places to stop and regroup. We finally caught up with the group in Pescadero for a pit stop.

The group then headed out to Highway 1 and turned left at the Pacific Ocean towards Santa Cruz. We drove past the Pigeon Point Lighthouse, a location I know very well having done a college biology project there in the late 60s. This required visits at the lowest tides which usually only happen in the very early mornings. I spent a lot of time driving to an area just south of the lighthouse during the dark of dawn in good, bad and terrible weather. Great fun as I recall.

We made a left at Gazo's Creek Road and looped up into the hillside where the open grasslands held some more twisty roads. Towards the end of the loop, we stopped and chatted with a group of Boxster drivers who were out for a drive as well. The loop brought us back to Pescadero where we stopped and had lunch at Duarte's Tavern, famous for its Artichoke soup. Warm toasted sour dough bread, fish and chips, an oyster sandwich, and a crab salad were also ordered and consumed. No one tried the \$40 Cioppino.

Homeward bound we followed the directions out Stage Road that brought us up into the grassy twisty hillsides past grazing land and some small fields of yellow wildflowers. This led us to Half Moon Bay, back onto Highway 92 and home.

This first drive was a great shakedown run for everyone. The weather was perfect and the route was wonderful twisty fun. I suggest that we make this drive an annual Spring time event.

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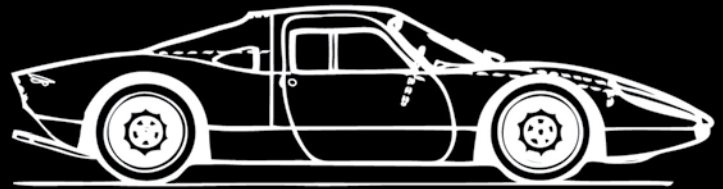
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Four Peaks Tour Series – Part 3: Mount Hamilton

By Garrick Huey

Midmorning on Saturday May 15 twelve Porsche 356s congregated in a small strip mall parking lot just off the Alum Rock exit east of the Highway 680 in San Jose California. This gathering of air-cooled Teutonic road machines of the 50's and 60's came together to take on the third of the Four Peaks Tour drives. This was the challenge of the great Mt. Hamilton, home of the Lick Observatory at an altitude of 4,200 feet.

Steve Douglas and Barney Speckman continued their road master duties as the small group assembled for the obligatory driver's meeting. Steve and Barney spoke as Kent Anderson worked the crowd of drivers and navigators collecting signatures for the insurance waivers. Steve reminded everyone to watch out for and yield to bicyclists, both those pedaling up the road and those coming back down fast and possibly crossing the centerlines. Even though the trip up was only about 18 miles, Steve said it would take us an hour to reach the summit.

Some last minute food items were quickly purchased from a nearby sandwich franchise before the caravan of twelve air-cooled and one "water pumper" Porsche 996 headed up the road with food, beverages and printed directions in hand.

The flat-four engines pushed their way through a typical east San Jose suburb and slowly began the climb past fewer and fewer homes. We passed the old Grandview restaurant that Steve said, "... had a great view, but the less said about the food the better." As we continued to ascend, the road started to have steeper and steeper drop offs with more and more guardrails. The view of the Silicon Valley was amazing. We made a quick stop at the Joseph Gant Ranch Park entrance to regroup.

The next stretch was to the very top. We started out together in a single line on a fantastic drive. The road ahead was full of climbs, drops, switchbacks and plenty of hairpin turns. Smiles had to be on every driver's face. There were very few oncoming vehicles or cyclists. We carefully scooted around the cyclists heading in our direction, wondering what time those hearty souls had to get up and start their journey and how long it would take them to reach the top.

As we neared the summit, the white domed Lick Observatory buildings came into view. The final turn onto the observatory property, which is controlled and operated by the University of California at Santa Cruz, has a convex mirror at the apex of the turn so you can see who was coming around the corner. We all parked next to the building, admired the view for a bit and then headed into the observatory building for a 20 minute tour of the Great Lick refractor telescope built between 1880 and 1888. Walking into the building with its old high-ceilinged institutional architecture and its old library smell was like stepping back in time.

Later two fast-driving 356s showed up at the summit. They had taken the reverse route from Livermore approaching Mt. Hamilton from the East and were going to finish their drive at our starting point in East San Jose.



Stop at the top - Lick Observatory on Mt. Hamilton.

We all took a break for some food and drink, a quick look in the gift shop, and to pose for a group photo before heading east down the mountain. This time the fun of all the turns, switchbacks and hairpin turns we had ascending to the top were revisited on the descent. Near the bottom the road led to a meadow that stretched on both sides of the road. The last time I was there was in the very wet spring of 1971 when the meadow was painted with wildflowers. I remember the yellows, blues, reds and purples. It was simply stunning. This time in the late spring of 2010, the wild flowers had already bloomed and faded although the lush meadows were still green.

The caravan eventually pulled over at a long straight section of road for another photo opportunity and to savor the moment. Then the group started again on the final run to the Campo de Bocce in Livermore for a late lunch and some Bocce ball fun.

This section of the road became a long chase towards the end. The challenge of the drive had finally arrived. While the mountain ascent and descent were interesting and sometimes daunting, this section of the drive had different sets of twisting roads that were more demanding as driver fatigue started to develop. Now the challenge was to stay mentally alert and physically reactive to the slightly faster speed and faster turns. There were no long straights for the drivers to rest and recover from the last sets of twists and turns. The caravan finally emerged from the drive at the southern edge of Livermore and threaded its way to welcome food and drink at Campo de Bocce. Lunch was al fresco next to the bocce courts. Bocce Maestros Rich D'Amico, Harry Servidio, and Barney Speckman provided playing tips. Many cold beverages and hot entrees were consumed in the warm afternoon.

The roads to and from Mt. Hamilton had been conquered and the third of the Four Peaks Tour series successfully completed. Next up is Mt. Veeder on July 10. Don't miss it!

Originally the Mt. Veeder tour on July 10 was scheduled to be the last of the four drives associated with this event. However, the decision has been made to schedule two more drives in 2011 for those who may have missed the opportunity to do all four drives. More specific information about these additional drives will be published in an upcoming 356CAR Newsletter and posted on the 356CAR.org website.

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Porsche Roads – Highways 16,49, 88 & 89 Revisited

By Steve Douglas

If there's one member of 356CAR who has an encyclopedic knowledge of the best Porsche roads in Northern California it's Steve Douglas. This is the third of what will be an occasional series of articles in which Steve shares some of his favorite day rides. Of course, similar contributions from other members of the club are also welcome. The directions below notwithstanding, a detailed map of the area is a highly recommended traveling companion

I happened to be listening to Bob Dylan's *Highway 61 Revisited* while writing this tour, so that is the origin of the title. Forewarned is forearmed . . . this tour is subject to changeable weather. Snow is very possible in May and again in late September so check the conditions. The route is ~7 hours and 300 miles long. While it can be done in a day, 2 or 3 days are best to allow time to explore the interesting small towns along the way.

Start of this tour is in East Sacramento from Highway 50. Exit Howe Avenue/Power Inn Road, go south 1 long block and make a left onto Highway 16/Folsom Boulevard/Jackson Highway. Drive through the "dredger digg'ns" left over from the huge gold dredges used up until the early 60s. *The Sloughhouse* restaurant is famous for its corn in late summer. After about 32 miles your route will intersect Highway 49. Make a right to turn south on Highway 49 toward Sutter Creek/Jackson.

Drive slowly through **Drytown** where you'll find are a few interesting antique and gift shops. In the Gold Rush days this camp was anything but dry, having had at one time 26 saloons. In fact, it was the focal point of the first prohibition movement in California. A blacksmith shop with marble floors is the oldest commercial building in Amador County.

Continue south on Highway 49 for 3 miles and make a left onto Old California 49 toward Amador City/Sutter Creek. **Amador City** is named after Jose Maria Amador, a miner and Indian fighter. This is the smallest incorporated city in California (some say in the United States.) Here you'll find the Keystone Mine, one of the most productive mines in the Mother Lode. More than \$24 million came from this mine. The town used to support 10,000 inhabitants.

Sutter Creek is known as the "Queen of the Mother Lode." It is perhaps the best-preserved and most picturesque town in the Gold Country. A good place for breakfast is *Thomi's Coffee and Eatery* on the corner of Gopher Flat and Highway 49. This was John Sutter's only serious attempt at cashing in on the gold discovery that ruined him. Leland Stanford made a bundle here. He owned shares in the Lincoln Mine. Once he tried to sell his interest for \$5,000 but couldn't find a buyer. He later sold it for \$400,000. Most early settlers here were Italian. Knight's Foundry, the only hydraulic powered foundry in the United States, is still in operation here powered by a 42" water wheel. It is a designated Historical Landmark and visitors are welcome.

Continue south until old California 49 rejoins new Highway 49 and turn left towards Jackson. **Jackson** is big compared to the other Gold Rush era towns. The Old town area is located on Main Street. To reach it make a left ½ block past the Shell station, then turn right on Main Street. Parking can be usually be found on the street or in public lots ~½ block from Main Street. The town is named after Andrew Jackson, an Indian fighter who later became the seventh U.S. President. The real wealth came from the quartz lodes, the Kennedy and Argonaut mines. The Kennedy Mine was the first deep-shaft mine in the Mother Lode with a 4,600-foot drop, the deepest in the United States. Mule carts were used in the 180 miles of underground workings. The total production of the Kennedy Mine was over \$35 million. The Argonaut Mine produced \$25 million.

Leaving Old Town go south on Main Street and when you reach the National Hotel turn left on Water Street, then make a quick right onto Broadway followed by a left turn at the first stop intersection onto Highway 88. Continue east on Highway 88 for ~70 miles to the junction with Highway 89 and turn left toward Lake Tahoe. This will take you over Kit Carson Pass at 8600 feet. It's ~11 miles on Highway 89 to Highway 50 at Meyers. At this point you can head back to Sacramento and be there in ~2 hours or continue on to Lake Tahoe. If you are inclined to spend the night in the high Sierras, nice places to stay include *Sorenson's* and *Kirkwood Resort*.

Turn right on Highway 50, go 5 miles to the "Y", then make a left on Highway 89. (Highway 50 continues to South Lake Tahoe and the Casinos.) Highway 89 follows the west shore of Lake Tahoe through Emerald Bay, Eagle Falls, Homewood, Sunnyside and Tahoe City. Side trips of interest include a hike to Vikingsholm, Chambers Landing, the Maritime Museum, Sunnyside Resort and Tahoe City. Many of you may have explored this area during the 2008 West Coast Holiday.

To continue on our tour go north on Highway 89 towards Truckee. Pass Squaw Valley and follow the Truckee River. At Interstate 80 enter the freeway eastbound toward Truckee/Reno. Take the first exit which is Donner Pass Road, go right then through the roundabout to stay on Donner Pass Road into old downtown Truckee. Continue through Truckee on Donner Pass Road, pass under Interstate 80 to the intersection of Highway 89. Turn left (north) on Highway 89 and go ~22 miles until the junction with Highway 49. Pass thru the little town of Sierraville where during the summer months a few small shops are open.

Take Highway 49 towards **Downieville** ~35 miles west. A nice side trip if you have the time is to take the Gold Lake Highway to the Sardine Lakes ~10 minutes north of Highway 49. No . . . there aren't any sardines there. In the 1800s a miner's mule named Sardine tumbled into one of the lakes and the event prompted the miners to rename them! The small resort town of Sierra City is also worthy of a visit.

Downieville was settled in late 1849 and renamed after Major William Downie (1820-1893), a Scotsman who led the expedition up the North Fork of the Yuba River and who was the town's first mayor. In July 1851 Downieville gained a distinction it may not have wanted when a mob lynched a Mexican woman named Juanita for the murder of an Anglo-American miner. It remains the only lynching of a female in California history.

Continue on Highway 49 to Nevada City that was first settled in 1849 under the name Nevada meaning "snow-covered." In 1850-51 it was the most important mining town in the state, Nevada County being the leading gold-mining county in the state. The town of Nevada was incorporated on April 19, 1856. In 1864 "City" was added to the name to avoid confusion with the State of Nevada. A few miles south in Grass Valley is the location of the Empire Mine, one of the richest mines in California. Many of those who came to settle in Grass Valley were tin miners from Cornwall, England. Grass Valley still holds on to its Cornish heritage with events such as its annual Cornish Christmas and St. Piran's Day celebrations. Highway 49 continues south to Auburn and Interstate 80 where the tour ends.



Tech Note – Clutch Chatter & Bowden Tube

Replacement – Part 1

By Bill King

Is your clutch pedal operation getting stiff? Do you experience clutch chatter when starting out in first gear? While a cure for these problems might be as simple as replacing your Bowden Tube, first there are other causes to consider as well.

Deteriorated Engine Mounts

Clutch chatter when starting out in first gear or during backing up can be caused by several mechanical issues. A common cause of chatter is deteriorated engine mounts. The rubber mounts on the transmission hoop fail from old age or prematurely from oil softening the rubber. Damaged mounts will allow the engine to drop down from the normal plane and they will not hold the suspended engine firmly when the clutch is engaged.

The rubber mounts can be examined with the car on jack stands. The damaged mounts usually can be readily identified. The deteriorated rubber often turns into a soft gooey mess. Sometimes chunks of the rubber will delaminate from the vulcanized metal parts of the mounts.

Two other rubber mounts located on the tail end of the transmission housing also support the engine. These two doughnut shaped mounts are housed in metal cups that protect the vulcanized rubber from the elements and rarely need to be replaced. In either case replacement of the engine mounts requires that the engine be removed to get access to the mounting bolts on the transmission housing.

Oil

Another cause of clutch chatter is the presence of oil on the pressure plate or clutch disc. This problem can be sometimes hard to determine. If the clutch cable is adjusted properly and the engine mounts appear to be in good shape, check for oil residue around the mating surface where the engine and transmission are bolted together. Repair of a contaminated clutch component also requires the engine be removed to fix the condition.

Bowden Tube

If the Porsche gods are with us, the answer to the clutch chatter problem may be as simple as replacing the Bowden Tube (see photo). I don't know the source of the Bowden tube name. The factory parts manual refers to it as the clutch cable housing. Chilton's repair manual refers to it as the clutch cable guide. Another repair manual calls it the flexible cable housing.

Regardless of what you call it, this simple part performs an important function in the operation of the Porsche clutch system. The extended length of the clutch cable means that any engine movement, such as the small amount of torque twist experienced when engaging the clutch, will cause the cable to flex or oscillate. The Bowden Tube dampens this unwanted movement.

As an example, a neighbor built a dune buggy on a VW chassis and ran the clutch cable directly to the clutch release arm. Without the Bowden Tube to dampen the movements of the cable, the car was almost impossible to drive. The rear wheels actually bounced when the clutch was released in first gear.

The Bowden Tube can be examined or replaced with the rear of the car on jack stands. Often the plastic cover on the tube will be damaged. Water entering the damaged area will cause the tube to rust. Another source of water entry is the rubber boot that seals the top of the tube where the clutch cable exits. I have seen Bowden Tubes collapse completely from rust.



Bowden Tube location

Another problem area on the tubes is the wearing away of the end where the cable exits. Sometimes a deep groove will form over time from a lack of lubrication or misalignment. I have replaced several clutch cables that have broken because of excessive wear at this location. To perform the damping function the Bowden Tube has to be properly tensioned. If the tube is not adjusted properly clutch chatter can occur.

In Part 2 of this article I will describe the Bowden Tube replacement process. Look for it in the July / August 2010 issue.

Editor's Note: The initial widespread use of the Bowden cable is popularly attributed to Sir Frank Bowden, founder and owner of the Raleigh Bicycle Company. Circa 1902 Bowden is reputed to have been the one who first started replacing the rigid rods used for bicycle brake actuation with the flexible wound cable still in use today.

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