



356 CAR

California Alta Region

2015 Issue 1



George Slater's "80 - 50" Birthday Cake (story inside cover)

IN THIS ISSUE

**356 CAR Napa Road Trip
Tech Note**



**Internship in California
Product Review
... and more!**

356CAR BOARD OF DIRECTORS & COMMITTEE CHAIRS

Barney Speckman

bmspeckman@aol.com
2130 Belford Drive
Walnut Creek, CA 94598
hm: 925-937-3972
mb: 925-367-3940

President

Ed Morris

eds356@gmail.com
31 Anderson Circle
Walnut Creek, CA 94595
hm: 925-933-1285

Vice President

Phil Rowe

prowe46@yahoo.com
2660 Night Hawk Way
Camino, CA 95709
hm: 530-748-3547
mb: 925-595-2180

Director
Membership

Elaine Cannon

ecannon@surewest.net
2931 Lacy Lane
Sacramento, CA 95821
hm: 916-283-6742

Director
Treasurer

Kent Anderson

kentanderson2000@aol.com
19094 Madison Avenue
Castro Valley, CA 94546
hm: 510-538-9590
mb: 510-909-2311

Director
Secretary, Insurance

Rich Peters

rich.peters@me.com
419 Georgetown Avenue
San Mateo, CA 94402
hm: 650.343.4356
mb: 650.218.2895

Director
Co-Events Chairman

Ron Delmendo

rdelmendo@gmail.com
2713 Henri Court
Davis, CA 95618
hm: 530.756.1011
mb: 530.574.6967

Director
Co-Events Chairman

Jim Reeder, Jr.

jlr210@aol.com
5255 Mowry Ave. Suite L
Fremont, CA 94538
wk: 510-793-4030
mb: 510-409-7576

Director
Special Projects

Lou Fifer

louisfifer@gmail.com
600 Cambrian Court
Sacramento, CA 95864
hm: 916-972-9967
mb: 916-749-5532

Newsletter Editor

Bob Cannon

a65cab@surewest.net
2931 Lacy Lane
Sacramento, CA 95821
hm: 916-283-6742

Associate Newsletter
Editor

356CAR MONTHLY MEETINGS

San Mateo Breakfast

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 mehodos@mac.com or 650-326-1621.

1st Saturday
8:30 AM

Sacramento Breakfast

Marie Calendar's, 5525 Sunrise Blvd, Citrus Heights. Hwy 50 east to Sunrise Blvd., head north about 4 miles just past Madison Ave, restaurant is on the left. Contact Jim Hardie at jehardie@aol.com or 916-972-7232.

2nd Saturday
9:00 AM

Hollister Breakfast

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 jbiersdorff@aol.com or 831-636-3046.

3rd Saturday
9:00 AM

Santa Cruz Dinner

Johnny's Harborside 493 Lake Avenue, Santa Cruz 95062, 831.479.3430 Located in the upper yacht harbor just off Murray Street. Contact Steve Douglas at soquelglen@prodigy.net or 831-239-1291.

1st Tuesday
6:00 PM

Central Coast Breakfast

Spanish Bay Golf Course Clubhouse, Pebble Beach. Enter 17 Mile Drive via the Pacific Grove Gate, mention the Porsche Breakfast for free entrance. Contact George Breein at gbreein@comcast.net or 408-888-5925

5th Saturday
9:00 AM

Cover photo: Irmela McDaniel

George Slater celebrated both his 80th birthday and his 356's 50th on April 12. His Porsche left the assembly line on 2-11-65. George bought it new in late June of 1965 from Bill Smith VW/Porsche in Hollywood. A number of local 356CAR members met at George's Mill Valley home for bagels and Bloody Marys followed by careful caravanning along Lucas Valley Road for burgers and beer at Rancho Nicasio. One highlight of the day was the unveiling of the cake designed by his son, Rex. It mirrored his original black & yellow license plate, ROD 329. What added to the day was the young baker's concern that the license plate should be white...and "who is ROD?" Her concern led her to make a second cake with "George" on it. Our gain....leftovers for all!

Best Wishes... Deb

Factory trained expert repair and restoration of all Porsche instruments.



- Clock repair and Quartz conversions
- MPH and RPM range conversions
- Custom color face conversions
- MPH/KM conversions



Palo Alto
SPEEDOMETER INC.

www.paspedo.com
718 Emerson St., Palo Alto CA 94301-2410
Tel: 650.323.0243 ♦ Fax: 650.323.4632

President's Message

By Barney Speckman

Event Planning Continues- Gathering of the Faithful 2015 coming..

Rich Peters and Ron Delmendo continue to fill the 2015 Events Calendar as you'll note from the "Schedule of Events" listing in this issue. One of the premier events of the year will be our biennial "Gathering of the Faithful 2015" social. This year, thanks to arrangements made by Rich Peters we will be gathering at the Sonoma Mission Inn on Sunday September 13th.

There will be a patio reception where we will gather and greet other members followed by a sit down luncheon. The Inn will reserve parking for about 65 cars at the front of the hotel, some on grass and others in special parking spaces. Others will park in an underground reserved and protected parking area. Additional details and registration will be available in early August.

BE SURE TO PUT THIS EVENT ON YOUR CALENDAR!

If you are interested in helping with any of the events listed or if you have event suggestions, please contact Rich or Ron.

Welcome to our New 356CAR Newsletter Editor

As I previously announced, after more than a decade as editor of the 356CAR Newsletter Michael Hodos has retired. Fortunately for our club, Lou Fifer has stepped up to the challenge and agreed to be our new 356CAR Newsletter Editor. Lou, who lives in the Sacramento area and attends the Sacramento breakfast meetings joined the 356CAR Board as an ex officio (non-voting) member to keep a close finger on the pulse of all 356CAR events for his inclusion in the newsletter. This edition of the Newsletter is Lou's first and I must say is a fine start as the new editor. Thanks to Lou for taking on the editor job, it is a critical part of the club's operations, and also welcome to the 356CAR Board.

"EAST MEETS WEST" Train Tour Was a Hit

On April 18th 23 356s and one 911 car from all over the Bay Area and Sacramento met at the Western Railway Museum on Highway 12 in Rio Vista for a fun picnic and a ride on a classic electric trolley train. Three groups converged on Rio Vista from pre-arranged meetings in Sacramento, Walnut Creek and Novato, each with planned Porsche grand touring routes to get to the museum. All attending had a great time and extended their thanks to Steve Douglas and Nell Raymond for organizing the drives and fun event. Look for a detailed article, with captioned pictures, in a future newsletter. An album of pictures from the event is now on the 356CAR Facebook page.

Some of the interesting facts we learned from the docents on our 50 min ride on the rails were that the rails were laid in 1913 and that the electric Trolleys provided regular service between Oakland and Chico, plus many other routes throughout the greater bay area. It seems that BART has a very ambitious and well proven ancestor!

North Meets South 2015 and 2016

As you know, this year NMS - 2015 will be hosted on April 30-May 3 in Cambia by the Southern California 356 Club. Next year will be our turn to host the event and plans are already in the work for North Meets South - 2016 to be held in San Luis Obispo in mid-April 2016. Keep abreast of plans and maturing details on the 356CAR.org website. Registration is scheduled to open January 2016.

Upcoming Events

Please remember to regularly check the 356CAR newsletter "Schedule of Events" and the 356CAR.org "Calendar" section for dates and details of upcoming events. While we do periodically email announcements and reminders of major events, there is a lot going on in our club, sometimes details must change and we would hate to have anyone miss an activity.

Featured Articles

Review the interesting articles submitted by members this month and let Lou Fifer (louisfifer@gmail.com) know if you have any ideas that you would like to see in print. Lou is always looking for a yet-to-be discovered "Jimmy Olson" or another "Foreign Correspondent" or even a "Regular Stringer".

356CAR Newsletter Advertising

A hearty Welcome goes out to a new advertiser, but a longtime 356CAR member Steve Heinrichs, whose new book **The Porsche 4-Cam Motor and the Early Years of Porsche Motorsports - From the 356 and 550 Spyder to the 904 GTS** is now available. See information on page 14.

Badges & Window Stickers

356CAR name badges and grille badges can be ordered directly from our Membership Chairman Phil Rowe. Also, a few 356CAR window stickers are still available - free to members in good standing. Contact Michael Hodos for your sticker before the supply runs out.

Driving Season

Spring is here so now is the time get all our cars on the road and enjoy them. We are planning many 356CAR and other events to attend with lots of beautiful country to see and experience with friends - so get ready, dust off the cob webs and take advantage of the interesting opportunities.

Always remember to **Be Safe** while you **Keep the Faith!**

Barney



[facebook.com/356car](https://www.facebook.com/356car)

(you can browse our Facebook page without being a member- check it out!)

Are you getting your 356CAR emails?



356CAR relies on Constant Contact email and event services to keep you up to date on events. 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)

California Automobile Museum

356CAR board of directors have decided to again support the California Automobile Museum in Sacramento. For our members this means that you will have a one-time yearly free admission to the museum located at 2200 Front Street in Sacramento. Just tell them you are a member of 356CAR and enjoy the museum!

Schedule of Events For 2015

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

- April 30 - May 3 North Meets South 2015**
Cambria Pines Lodge. 2905 Burton Drive, Cambria, CA 93428. See 356CAR.org for registration information.
- June 7 Parts Heaven / LPR Swap Meet and Concours.**
PartsHeaven. 23694 Bermjardt St. Hayward, CA
Swap starts at 7:30; Concours at 8.
- July 11 356CAR Saratoga Mountain Roads Tour**
Starts at 9:30 from Saratoga. See 356car.org calendar page for detailed information and directions.
- August 2 Nor-Cal Treffen**
Dave Brubeck Park, Concord. A "Gathering" of air cooled VW's and Porsches. Swapping is allowed as long as you drive the parts into the show in your show car. No pre-reg required. \$15.00 per car, spectators are free. www.norcalvintagevwandporschetreffen.com
- August 8-9 Rolex Monterey Motorsports Pre-Reunion**
Mazda Raceway Laguna Seca. This is the relaxed kickoff to the Rolex Monterey Motorsports Reunion August 13-16. Admission is \$20 per day. See www.mazdaraceway.com for additional information.
- August 11 Carmel-By-The-Sea Concours On The Avenue**
See www.carmelconcours.com for additional information.
- August 11-12 10 AM-6 PM Automobilia Monterey**
Embassy Suites, Seaside. The largest automobilia show in America and the only time during the vintage weekend where you will find ~50 international dealers in a single venue selling original posters, photographs, etc. See automobiliamonterey.com for additional information.
- August 14 Second Annual Porsche Werks Reunion**
Rancho Canada Golf Course, Carmel Valley. Spectators are free. See www.werksreunion.com for additional information and registration link.
- August 13-16 Rolex Monterey Motorsports Reunion**
Mazda Raceway Laguna Seca. ~550 vintage vehicles with Shelby GT3560 Mustang the featured marque. Ford Motor Company is supporting the effort by designing a paddock display to showcase the history of the marque, its racing successes and the cars that made it famous. See www.mazdaraceway.com for additional information.
- September 13 Gathering Of The Faithful**
This year's GOF will be held at the beautiful Sonoma Mission Inn and Spa in Glen Ellen. Additional details and registration will be available in early August.

- September 20 Drive Your Porsche Day**
Watch www.356CAR.org for additional information.
- September 24-27 Early 911S 25th Anniversary**
Embassy Suites, Monterey. (during Porsche Rennsport Weekend). Registration at MotorsportReg.com.
- September 25 356 Registry Reunion**
Carmel Valley. Refreshments, dinner and socializing limited to 160 Porsche 356s. Carmel Valley Park. See renn-dezvous.356registry.org for details and link to registration form. Registration opens May 1st.
- September 25-27 Rennsport Reunion V**
Mazda Raceway Laguna Seca. Three days of vintage racing, concours and a number of additional activities celebrating each of the six decades of Porsche race cars and Porsche history. See www.pca.org for additional information. Advance tickets available by phone through Mazda Raceway Laguna Seca at 831-242-8200.
- September 26 356 Gathering at Point Pinos Grill,**
Pacific Grove. 3 PM. Watch 356car.org for additional details as the date approaches.
- October 3-4 12th Classic Sports Racing Group Charity Challenge Race Weekend at Sonoma Raceway**
Take a tax-deductible three-lap ride for charity in the vintage racecar of your choice for a good cause. See www.csrgracing.org for additional information.



**Rod's
BODY
SHOP**

Repair and Restoration

643 Quarry Road • San Carlos • CA 94070-6223
650.595.0862 Fax 650.595.1737



Pumphrey & Co.
Restoration
&
Services

**RESTORATION FABRICATION
WELDING TUNING
ENGINE AND PRECISION
MACHINING**

408-371-8030
www.pumphreyandco.com

Order Your Own 356CAR Logo L.L. Bean Apparel

Fred Huberty

356CAR has set up an account with L.L. Bean Direct to Business so that members can purchase a wide variety of clothing items customized with our 356CAR logo embroidered on it. The selection of clothing can be found in the L.L. Bean Direct to Business online catalog that is very similar to the main L.L. Bean catalog.

Once an item is selected you can work with the sales representative to choose the logo in colors you prefer to create a suitable contrast with the item you have chosen. While your total cost is dependent on the cost of the clothing item plus the cost of the embroidery, the club has already paid the initial embroidery set up fee.



To order apparel items first visit the L.L. Bean Direct to Business website at LLBeanBusiness.com and select from the online catalog. Then call their account representative at 800.554.4071 and tell her you want to buy an item under the "356 CAR CALIFORNIA ALTA REGION" (Customer No. 7309979974/Design No. 94497). To pay for the item, you will need to provide a credit or debit card and a shipping address.

By the way, orders of 6 or more of the same item in the same color reduce the embroidery cost from \$12 per item to \$5.50 per item. So it pays to get together with a group of friends who wish to order the same items (e.g. hats or jackets of the same color.)

SOUND FAMILIAR?

INSTEAD OF BUYING FEWER CARS, YOU BUILD MORE GARAGES
ON A BEAUTIFUL DAY, YOU RACE HOME THROUGH AWFUL TRAFFIC SO YOU CAN DO MORE DRIVING
YOU HAVE SO MANY KEYS YOU BOUGHT ONE OF THOSE VALET BOXES FOR YOUR DRIVEWAY
YOUR GARAGE HAS GONE UP IN VALUE SINCE 2008. YOUR HOME, BUSINESS AND INVESTMENTS – NOT SO MUCH
YOU SCHEDULE FAMILY VACATIONS TO COINCIDE WITH COLLECTOR CAR AUCTIONS
YOU REMEMBER THE BIRTHDAYS OF YOUR 32 CARS, BUT NOT YOUR 3 CHILDREN
LAST YEAR YOU SPENT MORE ON A WINDSHIELD THAN YOU DID ON YOUR WIFE'S BIRTHDAY
YOUR GARAGE HAS HEAT. AND A DOORMAN. AND AN ADMISSION CHARGE



THERE'S A PLACE FOR COLLECTORS LIKE YOU.
WELCOME HOME.

HAGERTY
CLASSIC CAR INSURANCE

888-460-6040 | HAGERTY.COM

EUROPEAN COLLECTIBLES



1665 Babcock St.
Costa Mesa, CA 92627

Jeff Trask

COLLECTIBLE EUROPEAN SPORTS CARS
ACQUISITIONS, SALES AND CONSIGNMENT
RESTORATION AND SERVICE

949/697-4499 Mobile

949/650-4718 Office

949/650-5881 Fax

e-mail: jeff@europeancollectibles.com

www.europeancollectibles.com



356CAR Road Trip

Napa – R&D Kitchen / Sonoma – Cline Cellars

By Lou Fifer

356CAR members on the way to Sonoma and Cline Cellars

We had so much fun throughout the day that it is hard to know where to start to relate the details, but we began with **Lou's** then seemingly Good Idea (trussed up by the insatiable **Jim Hardie** and the ever positive **Phil Rowe**) to have **Joy** offer to "honcho" a club drive. Her initial thought was to round up 10-12 folks for a "low-key" mid-week spring drive wine tasting and home again run to loosen up the steeds from the long winter. She initially offer to host the drive at the 356CAR Sacto meeting and passed a list around which developed a surprising list of 22 cars and 40+ members interested in saddling up for "her first rodeo". Enthused and undaunted she proceeded to contact a few Napa wineries, impress them with our large stable of stunning Germanic auto-steeds, and suggest that they should want us to stop by for a few drinks, a picnic, and photos in their luxurious settings. Each of the boutique wineries took the bit firmly in their teeth, rallied to the beat of the crop, reared their heads and responded with such a stampede of thou\$and\$ of \$etup charge\$, fee\$, exclu\$ion\$, purcha\$e guarantee\$, overtime charge\$, and limitation\$... that **Joy** was sure I had steered her to the wrong roundup. But that's another sub-story ... well worth a laugh.

To Joy's concerns for opening her mouth too soon, and promising too much, **Jim Hardie** rode over the horizon in his white Germanic '63 stallion with a reference to **Larry & Rita Brown** and the notion that they work / pour at a winery in Sonoma County ... that they are 356CAR members, and as they drive a 60-something S90 Cabriolet they would fit in our corral ... and would probably be up for a good run around the paddock with other like-minded auto-hoofers. This is when the story gets good, takes the pole position, quickens to an even pace, and finishes fast for a comfortable lead - on the wire ... at **Cline Cellars**, Sonoma.

Joy contacted **Rita** who agreed that she and **Larry** would be pleased to meet us at Cline Cellars in Sonoma, that the winery and surrounds would be an excellent setting for our gathering, that the prices would be reasonable, that they would reserve several picnic tables for our picnic, and that Cline would offer a private tasting of several of their signature wines.

To get there we coordinated two groups, one starting in West Sacramento to be joined with others from the

Bay Area at our first planned stop at the **R&D Kitchen** in Napa. The West Sac group of seven (7) cars included: '56 Cab (**Bill Hambrick & Leigh Rutledge**); '57 Speedster (**Tim & Jenny Derich**); '59 Conv D (**Bruce & Kathy Ungari**); and 4-'63 Coupes (**Lou & Joy Fifer, Art & Michelle Hardie, Jim Hardie & Phil Rowe, Bob & Kathy Murray**). The Bay area group of four (4) cars included: '56 Speedster (**Dana & Irmela McDaniel**); '63 Coupe (**Mike Gabbard**); '65 Coupe (**George Slater**); '61 S90 Cab (**Larry & Rita Brown**).

The first group left West Sac promptly at 8:30 for West Davis to join Hwy 113 North to Historic Hwy 40 (Russell Blvd) West toward Winters where we joined Hwy 128 West through Berryessa Gap, ran around Lake Berryessa East-South-West toward our first planned "necessary" in the blue rooms at Lake Hennessey. At some point in our first leg, the '57 (**Derich's**) and '59 (**Ungari's**) alternated the lead and left the '63s and '56 in their red and silver dust as they put the pedal to metal toward the blue rooms. The Hwy 40 – Hwy 128 route increasingly becomes more of a Porsche-type grand touring run as one leaves Davis in the rear view mirror and continues so all the way to the Silverado Trail where we turned South toward Yountville and our second "necessary" plus ... at the **R&D Kitchen**, at Washington Street and Hwy 29. Then with the Bay Area group we feasted on a fabulous array of warm-from-the-oven-scones and supremely brewed fresh coffee, provided by **Kyle Fraser**, R&D Kitchen's General Manager. Not enough can be said of the hospitality provided us by the R&D Kitchen ... but all reading here should note that we plan a 356CAR Luncheon there in late summer / early fall to partake of their wonderful midday bill o' fare.



Part of the Lake Hennessey "Blue Room Queue".



356s & Crews - R&D Kitchen, Napa



R&D Kitchen - scones & coffee

Leading up to our on-time departure at 10:30 the group plan changed a bit in that we added a departure from **R&D Kitchen** with **Bob & Kathy Murray** leading us to the California Veteran's Home in Yountville to visit Bob's Dad and his ward mates of WWII through VN era veterans and show them our cars. They and the nursing staff were thrilled by our display and brought out many more vets to see us and share in the brilliant day and remembrances of fun days anon. All of us left our cars and mingled with the vets to explain the differences in the various models and to thank each of the vets for their service on our behalf. As a parting gesture we left them with **R&D Kitchen** scones as we departed on our second leg over the Oakville Grade Road from Napa Valley to Sonoma Valley.

If the run from Davis to Silverado was "Porsche Grand Touring" the climb up and over the many twists and several 10mph and 15mph turns of Oakville Grade Road would give a Grand Canyon Mule Team cause for pause. For this segment **Lou & Joy Fifer** drew "Tail-End Charlie" sweeper duties and carefully looked for skid marks leading to dust clouds on the down slope sides of each turn as Oakville became Dry Creek became Trinity Road as it emptied into Hwy 12 where we turned South toward Glen Ellen for our final leg to **Cline Cellars**, Sonoma.



Charlie Cline welcoming 356CAR visitors



FRA Slater asking the blessing before our Cline picnic lunch



Cline Cellars wine tasting



Leigh Rutledge with a "car guy" at the California Veteran's Home

Arriving as planned at Noon, the **Cline Cellars** staff met us in the parking lot with reserved parking for our 10 cars along the driveway wall leading into the winery. Once we had tethered our Germanic auto-steeds and tied their feedbags, we were guided to a private Patio Wine Tasting by two excellent, knowledgeable, friendly and generous **Cline Cellars** pourers, one of whom had grown up with many fond memories in her Dad's 356s in Chicago many years ago. We then were ushered to our private use of the authentic Adobe Mission, reassembled on site by the **Cline** family, for our picnic lunch and history lesson on **Cline Cellars** by **Larry & Rita Brown**.

After our picnic, **Larry & Rita** lead a tour of the **Cline Cellars** production facility, the **Cline Family Gardens & Petting Zoo** and the **Cline Cellars - California Missions Museum** (featuring scale models of the 21 California Missions produced for 1939 World's Expo in San Francisco) while some took advantage of the special wine purchase rates offered to the club, and others joined the **Cline Cellars** Wine Club.

At this point the Sacto Seven and the Bay Area Four departed company toward home with Jim Hardie leading the way back through parallel but gentler roads leading us to Napa to Lake Berryessa to Winters to Davis ...

All had a great time at each of our planned stops for refreshments at **R&D Kitchen**, each exhilarated over the varied legs of Porsche-type touring runs, we sampled several superb wines **at Cline Cellars** ... and all generally and specifically appreciated another grand 356CAR outing. Of particular favorable note was the unexpected pleasure of visiting with our California Veterans in Yountville. It is a tribute to their service that they are now so well cared for in a most commodious and pleasant surrounding.



Bob Murray and his dad at the California Veteran's Home

Thank you to **Bob & Kathy Murray** for suggesting this most worthwhile side trip.

Stay tuned for more 356CAR drives to unique settings, like the April 18th Western Railway Museum in Solano County.



California Veteran's Home Vets & Staff passing judgement (very positive, we hear!) on the assembled collection of 356s.

My Internship in California

By Felix Fees

The “baby” of my dad changed the life of my family and of course my life. Okay, I have to admit, the “baby” is 41 years older than I am. It is a palm green 356 Porsche with VIN 60143 from 1953. Because of this car I got infected with the passion of the early 356s. I also was introduced to the Northern California 356's Porsche Club (356CAR) by Bob Murray, the former caretaker of VIN 60143.



The “baby”, a 53 Cabriolet which started it all

In August 2014 I left my home, took a leave from my schooling in Germany and began a one year Internship at the Electronic Research Lab (ERL) of Volkswagen of America in Belmont, CA. This has been a good opportunity to stay in contact with Bob Murray and some other 356CAR Porsche Club members and thus to participate in some 356CAR drives and other events.

Normally I live with my family in the southern part of Germany, about 20 miles north of Stuttgart, the hometown of Porsche. My dad has been a member of the 356CAR Porsche Club since he bought his “baby” in 2011. My dad and I drove a lot through our region and the Black Forest in this beautiful car. My sister Fenja and my mother Bettina have also enjoyed trips in the 356. After one year driving with the “baby” we wanted to go on longer drives through the Austrian and Swiss Alps, but there was a problem - the 356 only has two seats and now my whole family wants to go on a drive. Also, my mother Bettina was no longer satisfied to be a passenger as she wanted to drive her own 356. We were not sure how to resolve this ... but the 356 virus began to work on us and the only cure would be additional 356 Porsches for our family trips.

With Bob Murray's help we found two additional 356s in the Sacramento area. So my dad bought a Fjord green 1961 D'leteren Roadster in 2012 and a 1964 champagne yellow Reuter Coupe in 2013.

What initially began as a working relationship and a shared passion for Porsche cars between my Dad and Bob Murray, turned into a deep friendship among our families and many others in the 356CAR Porsche club. The friendship grew in 2013 when my sister Fenja came to the United States on a high school exchange program and was supported by Bob and Kathy Murray, Bob and Elaine Cannon, Kim and Rachel Nelson, and Jim Hardie while staying with B.J. Shook.

From my sister's experience, I got the dream to go abroad and came upon the idea of an internship in the field of mechatronic engineering in the US. Another major reason for my seeking an internship was the opportunity to improve my English language skills while gaining new knowledge in this field. In Germany I have been working on robots for the automotive industry for three years but I was interested in expanding my skills and knowledge, so I applied at the Electronic Research Lab (ERL) of Volkswagen to get an Internship in their Department for Driver Assistance Systems (DAS). Throughout my applying for the internship and actually working in ERL I was provided great support from all our friends in 356CAR.



The ex- Sacramento 1961 Roadster now residing in Germany



The 1964 Reuter Coupe and my dad's other 356 (a 58 Cabriolet) on display



Magnus Walker, Jim Hardie and Felix in Magnus's showroom

For nearly a year now I have really been enjoying my work, meeting many new friends, and experiencing some wonderful opportunities of a lifetime, including quite a bit of travel with some of the other interns at VW, and 356CAR events like the fall tour and the Christmas party.

One of the best experiences I have had so far was attending and working the Porsche Lit and Swap meet in Los Angeles. I drove from Sacramento to LA with Bob Murray and Jim Hardie.

We started early Thursday morning and were in the Los Angeles Area at around 2 PM. Our first stop was FAT performance in Orange, CA. FAT Performance starts with Type-4 engines, tunes them up to around 150 HP, and installs them in early VW Beetles, and Porsche 356s & 912s. We spent over an hour at FAT Performance and got a really good introduction into their products and their work on the engines. It was very interesting! Continuing on our trip, we stopped at a number of 356-related businesses and we saw a lot of very good restored cars.

On Friday we dropped off some early 911 Solex carburetors at Magnus Walker's showroom. It has been always one of my biggest dreams to see his awesome 911 Outlaw collection. As we arrived at his shop, Magnus gave us a private tour through his collection and the building facilities which he rents out to the movie industry. We had an awesome time visiting his collection as he told us a lot about his collection and some specifics about many of his different cars

Early Saturday we got up to prepare everything for the Lit-Meet in the LA Hilton Hotel. The Lit meet was very

interesting for me, because I have never seen a swap like that before. Throughout the day I helped Bob and Jim sell their parts.

Again early (5am) on Sunday morning we drove to the Phoenix Club in Anaheim to re-set the booth to sell the bigger parts. It was one of the best weekends since I have been in California.

I will be in the US for additional 4 months and I have been very happy to meet so many awesome and interesting people, to gain new auto industry technical knowledge, to improve my language skills, to experience the American Way of life and to learn a lot about Porsche 356 cars.

Thank you, Porsche-Family!



Felix, Magnus and Jim Hardie enjoying a rooftop view in LA

Tech Note – Three Axes of Alignment

by Lou Fifer

Think of pushing a chop stick through a bagel from one outside edge through the open middle and out through the other outside edge to end up with a bagel on a stick, like a lolly pop. As you hold it from the bottom of the chop stick, which we will now call the “Polar Axis”, you have modeled any one of your car’s four wheels, basically as they would support your tires touching the road surface about the Polar Axis of the wheel in reference to the attachment of your wheels (4) to the car’s undercarriage. All modern car manufacturers are concerned for the **Three Axes of Alignment** when designing suspension systems affecting all four corners of the car and therefore most efficiently engineering “when-how-where ... the rubber meets the road”. One of the many beauties of owning, driving, and particularly working on a 356 Porsche, are the many time tested design and engineering marvels of our simply elegant grand touring cars. And although there are many fancier, higher tech, computer laden scions of the auto industry’s founding fathers – there are few regularly sporting better suspension systems than on our 356s. Again proving FP’s “Excellence is Expected” mantra.

It is key to note at the beginning of this discussion some very important concepts of “when” your tire treads touch the road angled fore & aft from the Polar Axis – “how” they touch the road with respect to any rotation about the Polar Axis - “where” your tire treads touch the road angled laterally left & right from the Polar Axis –. In relation to the auto industry’s commonly used terms our “when” is properly termed **Caster**, our “how” is known in the trade as **Toe**, and our “where” is the ever popular and often modified **Camber**. Beyond the penchants of Designers and Engineers to mystify the buying and driving public with ever polishing and re-inventing their apples to unrecognizable mush, there are sound reasons for each of the **Three Axes of Alignment** and it is hoped that this quick discussion will shed some light on any shadows of doubt and reason.

Let’s carry on our discussion from a front-to-back or least-to-most modified sequence.

Caster – Accounts for the amount of longitudinal (fore & aft) inclination of the top of the Polar Axis of the wheel either ahead or behind the suspension attaching point, generally called the axle, although that term is somewhat misleading as it has many widely different connotations depending on which type of undercarriage system you are considering. In our 356s the controlling points on the top of the Polar Axis of each wheel is well forward of the axle so our cars are designed, engineered and properly set (read as not modifiable) at the factory for Negative **Caster** and with such are very directionally stable at speed with the steering pressure increasing as we go faster giving a slight, perhaps subliminal, inclination to carefully drive the car. As a contra-example positive **Caster** is engineered into the car’s predecessor – the bicycle. Visualize a series of cycle front forks. The simplest and quickest steering and thus not as sure at speed is a straight fork, measured from head tube to axle on Mountain Bikes. Then to lengthen the wheel base and to ease a springy ride over rough roads a swooping down and forward rake from head tube to axle is employed for Cruising/Touring Bikes which take a bit more effort to turn the wheel but are comfortable for long rides and relatively stable at speed. And then the most radical is the “chopper” style of grossly extended, swooping and raked front fork seen on some custom Motor Cycles. In these three examples one would not see a cycle with the Polar Axis leaning forward of the axle as the frame would not tolerate it but cycles are not driven at speeds necessitating stronger control and at their typically slower speeds many more and tighter turns are executed so Negative **Caster** is used. Thus Positive **Caster** adds to driving stability, provides for reliable turns, helps to center the front wheels after a turn, and provides for safety at speed in our 356s.

An interesting side note to the design of **Caster** is that most modern cars are engineered with **Cross Caster** to allow for unmanned vehicles (perhaps rolling from street side parking) or in case of a temporarily incapacitated driver (perhaps falling asleep) to tend toward the right shoulder and not into oncoming traffic.

In review **Caster**, once set by the factory, is not changed by the regular driver, nor by a knowledgeable mechanic, and certainly not by a typical Alignment Shop. So we can set **Caster** aside for now in our discussion of the **Three Axes of Alignment**.

Toe, similarly, is set by the factory and generally need not be routinely modified unless the driver damages the wheels (any of four), the suspensions thereof, or in some other way sustains a pretty massive impact or distortion of the car’s undercarriage. **Toe** is easily understood by looking at your feet, at the end of each are located the namesakes of this key to alignment. In the military a proper alignment at attention is initiated with heels touching and toes rotated 45 degrees out left and right. The Military’s reasoning escapes me, but **Toe Out** set to that extent on a car would soon wear off the tread of any tires so aligned, if the car would roll at all. However **Toe In** is not all bad as set slightly opposing (each wheel rotated in) each tire pushes against the other and helps stabilize the car moving in a straight line, but this also makes turning the car slightly more difficult. On the other hand slight **Toe Out** will make turning easier but also allow the front of the car to seek left and right at speed as road and wind conditions favor one tire’s pointed direction over the other. Again too, factory set **Toe** is generally left well enough alone.

Camber - Now among the **Three Axes of Alignment** we will discuss the darling of every hot rodder or shade tree mechanic armed with a wrench and an idea as we explore “where the rubber meets the road”. Whether it is the low and squat racy look that appeals to aftermarket modifiers or it is the enhanced performance in a tight turn that all sports car drivers want ... it is unclear which has caused the growing draw to **Negative Camber**. To continue our analogy of the Polar Axis through the bagel, one can vary the **Camber** of any wheel by inclining the top of the Polar Axis inward toward the car for **Negative Camber** and away from the car for **Positive Camber**. **Negative Camber** is good - leading to better turning control at speed, while **Positive Camber** is bad - tending to a squirrely feel as the car wanders left and right seeking different paths down the road in response to surface and wind conditions on its own which only worsens with speed. An example may help to visualize **Negative Camber** as it has the effect of widening the stance of the wheels much as a football lineman will space his feet wider than his shoulders forming a rough pyramid of his body before the ball snap. From this more stable stance both the lineman and a car will turn stronger and grip the surface better without toppling over so easily toward the outside of the turn with increasing centrifugal force. To continue the thought, the tighter the turn the more **Negative Camber** will help, however there are also some downsides to consider. Any amount of **Negative Camber** will cause the tire tread to press the road surface harder on the inside edge and less on the outside edge thus wearing the inside faster than the outside while also reducing the overall tire tread on the road. This inside-first wear pattern is worse in cars with axles and differentials that move up and down vertically as a hinged unit rotating about a lateral axis through the universal joint in the drive shaft in response to road conditions vs. our 356 axles which rotate independently up into their fender wells and back down to the road surface about separate but parallel longitudinal axes at the sides of the transaxle. Thus our tires sit longer on the road, with more of the treads on the surface, as they individually respond to road conditions and the differing turning forces left and right so our tires do not suffer as much inside-first wear as on other suspension systems. We also appreciate the fun sensation of “powering through a turn” wherein we can add power once established in

a turn and thus increase dig in the rear to straighten the nose and tail of the car tangent to the turn's arc and countering some of the 356's natural over steer in a turn.

But before we get too smug about our historically wise choices in Germanic Grand Touring cars, we will recall that there is "no free lunch" so we should consider, some would say limit **Negative Camber**, in favor of minimizing the internal wear to the axle bearings and 356 transaxle as we introduce dissimilar stresses on the top and bottom components of our wheels, bearings and suspensions. One could counter with "... but 356 racers turn tighter and faster than we do our street cars ... and ... some of them run 3.5 degrees of **Negative Camber** ..." however we all know that 356 racers also replace many more parts, engines, transmissions, tires, wheels and bearings at a much greater rate than we do on our cherished G-GTs so the rebuttal should be tempered with some logic tending toward less **Negative Camber** to preserve our 356s and yet still savor the thrills and advantages of better cornering.

In summary **Caster, Toe** and **Camber** are the **Three Axes of Alignment**. They have all been designed and engineered into our 356s by some of the best in the auto industry and tested and proven in many driving conditions by some of the most discerning drivers in the world. And whereas all our cars were set right from the factory in each perspective there have developed over the years some valid reasons to change some alignment parameters. After analysis of your driving habits and a careful discussion with your trusted 356 mechanic to weigh the risks against the benefits of making any changes, careful measurements will define what you have and how much you might want to change. But before changing the factory settings or re-thinking the time tested engineering ... a word to the wise ... and perhaps review of a follow-on **Tech Note** article on the "How To" of alignment modification might be prudent.

Autosports
EXCLUSIVE

Pre-1974 Porsche Sales and Restoration



PAUL COLBY
Owner

1030 S. Claremont St.
San Mateo, CA 94402
(650) 212-3561

356 Registry Goodie Store



**See us for all your
356 Registry
logo items
and publications**

831-375-4442
356goodiestore@sbcglobal.net

Need more garage space?

See Leigh Rutledge and Bill Hambrick for Sacramento's finest homes....



356 owners who know the needs of car enthusiasts!

916-612-6911

leigh@leighrutledge.com

916-600-6528

bill@billhambrick.com

DUNNIGAN
Realtors

Cooks

UPHOLSTERY & CLASSIC RESTORATION



IN ADDITION TO REPAIRING OR REPLACING THE UPHOLSTERY IN YOUR VEHICLE, OUR SERVICES INCLUDE:

- CONVERTIBLE TOP & TOP WINDOWS
- VINYL TOPS, ORIGINAL & SIMULATED
- TARGA TOPS & TOP SEALS
- LEATHER INTERIOR UPGRADES
- CUSTOM DESIGNED INTERIORS
- LEATHER/VINYL/PLASTIC REPAIRS & RECOLORING
- AUTO GLASS REPAIRS/REPLACEMENT
- CARPET INSTALLATION
- DASHBOARDS
- INTERIOR WOOD
- PLASTIC TRIM PIECES
- WIND/WATER LEAK DETECTION & REPAIRS
- SOUNDPROOFING
- SEAT HEATERS
- HEADLIGHT LENS REFURBISHMENT
- STAIN REMOVAL & ODOR NEUTRALIZING
- SUNROOF REPAIRS & REPLACEMENT
- MINOR REPAIRS
- SEAT FRAME REPAIR
- INSURANCE CLAIMS WELCOME

DON'T SEE WHAT YOU ARE LOOKING FOR? GIVE US A CALL.
OUR SERVICES ARE LIMITED ONLY BY YOUR IMAGINATION.

1823 EL CAMINO REAL, REDWOOD CITY, CA 94064
T. 650.364.0923 F. 650.364.1957
COOKSUPHOLSTERY@ATT.NET
M-F, 8:00AM - 5:00PM
SATURDAY BY APPOINTMENT

Product Review - Quick-Glo

By Michael Hodos

How many times have you gone looking for a rarely used but at the moment much-needed tool only to find it at the back of a tool drawer coated with rust!

Or worse yet had an experience similar to that of one of my neighbors who stored his tools in his basement only to discover recently that a once perfectly good set of Craftsman wrenches looked like they had been stored at the bottom of the ocean for the last decade! In fact, he was ready to throw them away when he offered the rusty tools to me.

Fortunately, a few months ago a fellow 356CAR member brought Quick-Glo to my attention and I decided to give it a try. The results can be seen in the photos accompanying this article. In fact, once the neighbor who gave me the tools saw the results, he asked me only half in jest if I would sell them back to him!

Invented in 1957 as a rust remover and metal polish, Quick-Glo has a very interesting story. Purchased from the original creator in 2001, the father-daughter owners still manufacture it at home by hand. It's non-toxic, generates no harmful fumes and does not require the use of gloves. It uses wax combined with pumice as a polishing medium. The pumice breaks down into smaller and smaller sizes that polishes and leaves behind a protective wax coating. It works on chrome, brass and stainless steel. In fact, it works almost anywhere oxidation or rust is present.

Quick-Glo is available in 8 oz. jars from online retailers like Amazon.com for ~\$15. It's available in Original formula for heavy oxidation and Ultra Fine formula for light oxidation.

Give it a try!

For more information on Quick-Glo see:

www.quick-glo.com.

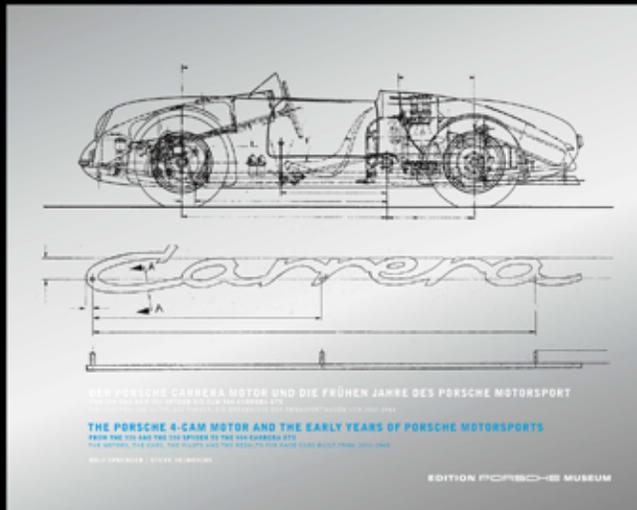
Rusted wrench before Quick-Glo



After Quick-Glo



New Book!
After 7 years of research...



"Carrera: The Porsche 4-Cam Motor and the Early Years of Porsche Motorsports - From the 356 and 550 Spyder to the 904 Carrera GTS"

**The Motors
The Engineers
The Mechanics
The Race Cars
The 356 Colors
The Spares
The Pilots
The Races
The Tracks
The Details**

By Steve Heinrichs & Rolf Sprenger
830 Pages
Standard Edition \$140.00 USD
Special Edition \$400.00 USD

Contact: Big Lake Media, Inc. Tel: (775) 691-2217 Fax: (650) 343-3193
PO Box 207, Burlingame, CA 94011-0207

Order Form:
<http://www.biglakemedia.com>

BOSCH Distributors
PIERBURG and SOLEX Fuel Pumps

Vintage Werks

Repair, Rebuild and Restoration

Specializing in
Porsche 356, 912 and 911



Distributor Advance curve reset to factory specifications

Ed Fall 801-355-0266 (MST)
521 N 1200 W, Salt Lake City, Utah 84116
edfall@vintagewerks.com • www.vintagewerks.com

John's Mobile Engine Service

Expert Vintage VW & Porsche Repair
Parts & Service
Bead Blasting

650-574-4643

1753 Leslie Street
San Mateo, CA 94403



FIVE POINTS TIRE

Mark Lewman
2115 El Camino Real
Redwood City, CA 94063

650.365.0280 tel
650.365.0323 fax

Is Your 356CAR Membership About to Expire?

Please take a look at your mailing label.

356CAR memberships are due for renewal in June of each year. Memberships are \$15 a year for the 356CAR eNewsletter or \$21 a year for the hardcopy 356CAR Newsletter. An electronic version of the newsletter is now being sent to everyone with an active email address.



356CAR Membership Application / Renewal

356CAR Club Membership Badges

Club name badges with magnetic attachments are available to each active member and one additional driver for \$9 per badge plus \$2 mailing. Badges are normally mailed within 30 days of payment receipt.

Badges may be directly ordered online:
www.356car.org/memberpage.html

or contact: Phil Rowe prowe46@yahoo.com

first name	last name	
co-pilot		
address		
city	state	zip
phone (day)		
phone (eve)		
email		

preferred meeting location

- Sacramento Capitola Central Coast
 San Mateo Hollister

newsletter preference (check one)

- electronic version hardcopy version

I would like my name and email included in the 356CAR roster listing yes no

Membership Dues

Dues renew every July 1st and can be prorated if desired.

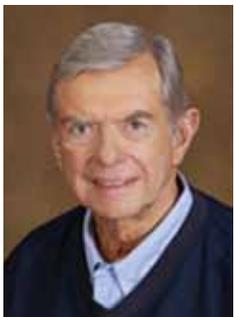
- | | eNewsletter only | Hardcopy Newsletter |
|----------|---|---|
| 1 year: | <input type="checkbox"/> \$15 (\$1.25/mo) | <input type="checkbox"/> \$21 (\$1.75/mo) |
| 2 years: | <input type="checkbox"/> \$30 | <input type="checkbox"/> \$42 |
| 3 years: | <input type="checkbox"/> \$45 | <input type="checkbox"/> \$63 |

Mail your completed application and check (payable to 356CAR) to:

356CAR
c/o Phil Rowe
2660 Night Hawk Way
Camino, CA 95709

MOVE TO PARADISE with everything you could wish for, just 2 hours from Lake Tahoe - all for \$200,000 to \$650,000 for beautiful well-built homes, many with 3 car garages. HOA dues only \$104/mo. and Kaiser is 5 minutes away.

Call or e-mail me - Rick Bradley, original owner of a 1960 Porsche 356 and charter 356 Registry member - about moving to Del Webb's 15-year-old Sun City-Lincoln Hills, between Roseville and Rocklin.



RICK BRADLEY
REALTOR®

E-Mail: rickwbrad@msn.com

916.408.0431 Home/Office
916.666.0314 Cell
916.786.5287 Fax



RESIDENTIAL BROKERAGE

Roseville Office
 2200-B Douglas Blvd., Suite 200
 Roseville, CA 95661
 DRE # 01874661



Owned and Operated by NRT LLC.

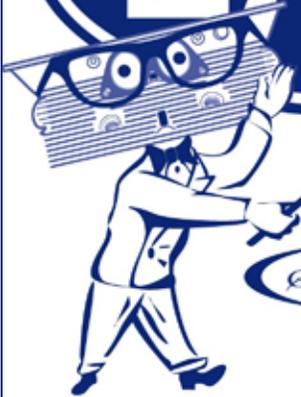
356CAR

California Alta Region

2660 Night Hawk Way
Camino, CA 95709

**THE SMARTEST HEADS AGREE:
IT'S E.A.S.Y. TO FIND 356 PARTS.**

EASY



COMPLETE ENGINES AND ENGINE PARTS
TRANSMISSIONS, DRIVE TRAIN PARTS
ELECTRICAL SYSTEM PARTS
BRAKE SYSTEM PARTS
BODY & TRIM PARTS
AND MUCH MORE...

Since 1978

510.653.3279



EUROPEAN AUTO-SALVAGE YARD (EAST) 4060 HARLAN ST. EMERYVILLE, CA 94608

WWW.EASYPOR.COM

THE STABLE

San Francisco's Porsche Service Center



The Stable · 1700 Pine Street · San Francisco CA 94109
(415) 776-2707 · info@thestable-sf.com · thestable-sf.com

Repair and Maintenance
Mechanical Restoration
NOS and Rare Parts
Car Storage

Reflections in Glass

Leaded Glass
Stained Glass
Sandblasting

Awards
Glassware
Cabinet Doors

Rachel Nelson

(530) 677-5188

by appointment CSL# 797540
www.originalglassgirl.com