



356CAR

California Alta Region

2016 Issue 3



As seen at the recent Fall Festival in Yosemite

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Monterey Car Week
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Cylinder Head Temps**

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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.

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.

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.

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.

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

1st Saturday
8:30 AM

2nd Saturday
9:00 AM

3rd Saturday
9:00 AM

1st Tuesday
6:00 PM

5th Saturday
9:00 AM

Cover photo courtesy of John Hearn

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President's Message

By Barney Speckman

Summer may be over but summer-like weather has hung around for quite some time! Here I sit in Walnut Creek writing this message with Halloween right around the corner and the skies are sunny and blue and the temperature outside in the mid-70s - perfect driving weather. We are so lucky to live in one of the best places in the world to drive our 356 Porsches.

I hope that you are taking full advantage of this great weather and the roads here in California. Get your cars on the road along with your friends and really enjoy them.

In this issue of our Newsletter we review a few of the recently completed activities and a few planned activities and again seek your help to add even more.

Drive Your Porsche Day

Hope you were able to get your car out for DYPD on September 18th. There were several drives posted on the 356CAR web and many other impromptu drives. Nancy and I enjoyed a nice drive with the Servidios, Gabbards and Owens to a lovely little breakfast spot in Green Valley.

Fall Festival in Yosemite

Nancy and I did get our car out on the road for the Fall Festival in Yosemite sponsored by the Southern California 356 club (356 Club) in late September. Jeff Trask and his team did a great job on the event – and the venue was spectacular – Tenya Lodge and of course nearby Yosemite Park were breathtaking. There were what seemed to be hundreds of 356s buzzing through the forest backroads during the four day event. We took a ride on the road to Glacier Point for beautiful views of the valley on one day and drove into the Valley the next day. Brought back fond memories of our last visits to these areas which were almost 20 years ago. We also squeezed

in some time to visit the nearby Yosemite Mountain Sugar Pine Railroad – an old time steam train located less than 10 miles from the Lodge. The hour ride was a nostalgic trip back in time when the area was a large source of lumber and relied on these trains to get access to the prized trees. By the way, at the Saturday night awards dinner Jeff Trask talked about their plans to hold the 2017 North Meets South in Paso Robles and invited any 356CAR members who would like to help out to contact him at: NO911NV@aol.com.

Upcoming Events

Just a reminder to regularly check the newsletter's "Schedule of Events" and the 356CAR.org "Calendar" section for dates and details of upcoming events. While we do periodically send out email announcements and reminders of major events, there's a lot going on this year and we would hate to have anyone miss out on any activity.

The Holiday Season

Check the website for last minute details on the holiday events in your area. This year we will once again hold a toy gift drive at the San Mateo breakfast in December.

Badges & Window Stickers

356CAR name badges and grille badges can be ordered directly from new Membership Chairman, Phil Rowe. Also, a few 356CAR window stickers are still available for free to members in good standing. Contact Michael Hodos for your copy while the diminishing supply lasts.

Lastly, let's always remember to be very careful out there, especially now that the wet season (I hope) is upon us!

Barney

356CAR Logo 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.



To order apparel items first visit the L.L. Bean Direct to Business website at www.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.)



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 2016 - 2017

Event dates and locations are subject to change.

Always check www.356car.org for the most up-to-date event information.

- November 27** **California Auto Museum Christmas Party**
Annual CAM Christmas tree decorating party and Pot-Luck dinner. Sacramento. See additional details below.
- December 3** **Sacramento Area 356CAR Christmas Party**
Shingle Springs.

- April 20 - 23** **North meets South**
Sponsored by the 356 Club of So. Cal. Paso Robles
- July 14 - 16** **2017 Emory Campout**
Save the date- it's Back! McMinnville, Oregon

2017 Events



2016 Christmas Tree Decorating and Potluck

by Kim Nelson

The California Auto Museum's annual Christmas Tree Decorating Party and Potluck in Sacramento is a wonderful way to kick off the holiday season with your friends and an opportunity to meet many new people in the 356CAR club as well as other Automobile enthusiasts.

Our 356CAR club will have two Christmas trees to decorate with many ornaments from past years, but we would love to add more of your hand made ornaments. Using an old CD, you could put a picture of your car on one side and yourselves on the other for a great way to show the 1000s of people that pass through the Museum during the Holiday Season just what a great 356CAR club we have.

We will trim the trees beginning at 2:00 pm, followed by the Potluck at 4:00 pm. Everyone is asked to bring a dish to share with the other car clubs. If your last name starts with A-N we are asking that you bring a side dish or salad (rolls, vegetables, green or fruit salad, etc.); if your last name starts with O-Z please bring a main dish (casseroles, spaghetti, KFC, etc.) The Museum will once again provide the desserts, beverages, utensils and paper products. The Museum also has a refrigerator and microwave available for use in your final preparations.

A highlight of this event every year is the Door Prize Raffle of many very nice gifts.

If you plan on joining the fun this year, please RSVP to Kim Nelson: knelson356@gmail.com by *Sunday, November 20th*. We hope to see you there.



PCA-SVR and 356CAR members spreading Holiday cheer at a last year's CAM Tree Decorating party.

Bay Area 356CAR Update

by Steve Douglas

August and September this year have been as busy as ever for the South Bay 356CAR members beginning with the annual August extravaganza of Monterey Bay Area events centered on before and after the famed Monterey Car Week.

Several of us attended "Cars and Coffee" at Canepa Motorsports to get warmed up for the Monterey Car Week. In addition to two weekends of vintage racing at Laguna Seca, there were numerous shows, auctions, tours, lunches, dinners, and parties. During the main week Tuesday's Concours on the Avenue was a wonderful success only to be bested by Friday's Werkes Reunion, where thousands of our closest Porsche friends from around the world ogled 500+ cars languishing on the grass.

To continue the pace, or perhaps to cool down, several Bay Area 356CARs followed the September San Mateo Breakfast by driving to Oakland to visit Jim Barrington's museum, where he has several unique Porsches on display. We followed the tour with lunch at Quinn's Lighthouse and a visit to Richard Troy's, where he showed off two pre-A engines under restoration, and his huge stash of VW & 356 parts.

Then 14 of us in 7 cars celebrated the annual "Drive your 356 Day" starting in Santa Cruz with a drive over various pleasant back roads through the Santa Cruz Mountains, ending at the Highway 1 Brewery for lunch.



Part of the early morning lineup of cars entering this year's Concours on the Avenue in Carmel

Need more garage space?

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



356 owners who know the needs of car enthusiasts!

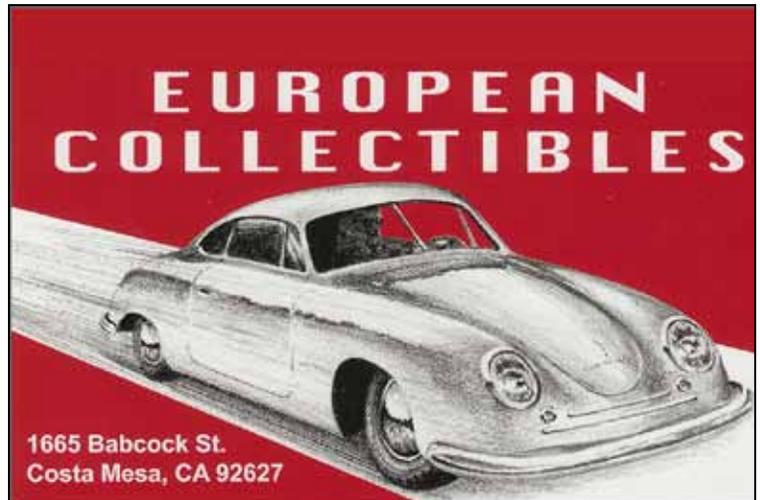
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Fall Festival in Yosemite

by Elaine Cannon

A yellow vintage car is perched on a large, dark rock ledge that juts out from a cliffside. The car is facing right. In the background, a vast, rugged mountain valley unfolds under a clear blue sky with a few wispy clouds. The valley floor is a mix of green forest and rocky terrain, with distant mountain peaks visible. The overall scene is a classic Yosemite landscape.

It had been four years since the 356Club of Southern California had put on a Fall Festival in Yosemite National Park. A group of Sacramento area 356ers decided it was time for a road trip especially since 2016 is the 100th year anniversary of the National Park system.

The official event started with a Welcome Reception on Thursday afternoon 9/29, but our group decided to get a head start and drove down on Wednesday morning along Highway 49 for an interesting drive and a stop in Sonora to visit John Copello's shop. The group included Bob and Kathy Murray, Kim and Rachel Nelson, Jim Hardie and Ayleen O'Connell, Bill Hambrick, Bob and Elaine Cannon.

Bob Cannon read that a fire near Sonora had closed Highway 49 so he was prepared with a contingency plan. We had to leave the main road and take Old Priest Grade (as an alternative to following Highway 120). It was steep, no guard rails, no sign of humans except for one home that was off the grid, and hardly any road-kill. Where were we? The map showed that we would hook back up with Highway 120 - we did and then we took Priest-Coulterville road to finally get back to Highway 49. White-knuckle time was over! It was deemed fun (?) - after it was over.



Above: Jeff Trask managed to fit all the Concours entrants into one slightly tight parking lot!



Thanks to Jeff Trask and crew for a GREAT EVENT

2016 FALL FESTIVAL CONCOURS AWARDS

Outlaw	Bob Murray
Special Interest	Herb and Rose Wysard
Pre A	Dana and Irmela McDaniel
A Closed	1 st David Aliotti 2 nd Jerry and Donna Hansen
A Open	1 st John Laur 2 nd George and Alexis Seeland 3 rd Steve and Kathy Fox 4 th Jean and Krisina Nicou
B Closed	1 st Mark Strikwerda 2 nd Ross Groelz 3 rd John and Larkin Evans 4 th Bill Hamrick
B Open	1 st Jack and Rosslyn McCullough 2 nd Sandy Amison 3 rd Denny and Sue Akers
C Closed	1 st James Cameron 2 nd Bob and Karen Campbell 3 rd Peter and Pia Wikstrom 4 th Ben and Joanne Waincott 5 th DeWayne and Debbie Ichiru
C Open	1 st Bob and Elaine Cannon 2 nd Al and Cathy Stiglmeier 3 rd Bob and Anne King
Best of Show	1952 Glockler - Herb and Rose Wysard

Our small group rented a house near the Tenaya Lodge, headquarters for the event. On Thursday some of us drove to the valley floor, taking the requisite photos of our cars with Half Dome in the background. With our cell phones we might not have taken Ansel Adams quality photos, but our shots were spectacular on a day of blue skies and no clouds.

That afternoon was the Welcome Reception at the Tenaya where we picked up our registration packets and fleece jackets, with time for shopping at the 356 Goodie Store.

On Friday we drove to the top of Glacier Peak and returned to the Tenaya parking lot where there were 356s everywhere. People stopped to ask enthusiastic, if slightly misinformed, questions about our cars with many of them thinking they were Karmann Ghias. Dana & Kit Sodergren were stuck in traffic and overheard a father say to his young son, "that's a Karmann Ghia, son." And then Bill Hambrick had a similar experience when a passerby asked him, "What kind of Karmann Ghia is that?" - to which Bill replied, "a highly modified one." There were admiring glances and "thumbs-up" gestures throughout the day. That night was another reception and the continuing fun opportunity to greet and catch up with friends only seen once or twice a year.

Saturday morning we drove our cars to the Tenaya for a women-only voting of the People's Choice Concours. Somehow Jeff Trask was able to squeeze all 85 356s into one small parking lot so all the cars could be seen easily. After lunch some people took more driving tours, while others napped ... it was that kind of relaxing event.

Saturday evening was the Awards Banquet at the Tenaya with Jeff Trask as MC over dinner and presenting awards for the various classes of Concours, plus an award for the longest drive getting to the event. He also dispensed some very nice door prizes.

The long distance driving award went to a 356er from the Seattle area drove in a group from Seattle to Moab, Utah. They then met a group from the Bay Area for some National Parks stops on the way to Yosemite! At the banquet, Jeff Trask asked everyone to stand who had driven over 1500 miles, then 2000 miles and, finally the last man standing had 3023 miles on the clock. There were others from Seattle who had made the Moab to Yosemite trip, so the longest drive went to the person who lived farthest from the city! Kit Sodergren talked to Denny Akers, a well-known restorer from Seattle, at dinner and he said this trip was nothing - he once drove his C coupe to the East Coast Holiday in North Carolina. Once there he decided to detour up into Quebec, Canada on the way home, racking up over 14,000 miles in one trip!

On Sunday it was time to drive home. A small group took the easy way on Highway 49 to Mariposa, then to Merced, and Highway 99 back to Sacramento. The fearless folks took the epic, multi-pass route, complete with snow, hail, sleet, rain; their accounts are included on the next page.

Thanks so much to the 356Club for hosting this great event. We'll all be looking forward to going back in the future.



Jack McCollough enjoying the view into Yosemite Valley



Heavy discussion about transmissions (?) at Social Hour



No shortage of Red at the Concours



Live steam engine of the Yosemite Sugar Pine Railroad

Kim Nelson on the drive home from Fall Festival: Our group consisted of Kit and Dana Sodergren, Bill Hambrick, Jim and Ayleen and Fred and Annette Huberty.

Fred and Annette were driving their Toyota Hybrid and needed no gas on the way home while we in our 356s made two gas stops. Fred said he had filled up at home on Wednesday before the trip! All fueled, we decided to go over Tioga Pass for another great adventure. It was a beautiful drive through the park again and since I had just gotten my Senior Citizen's National Park pass on the trip I was happy to take advantage of one of the few benefits of reaching that magic age of 62. As we climbed in elevation our cars continued to run beautifully until we got to the park exit at the top of Tioga Pass - 9942 feet. I don't know about the others but my car sure didn't want to idle unless I kept my foot on the gas! But after that it was all down hill to about 5000 feet. We had a great drive down 395 and then onto Monitor Pass.

It was a beautiful drive to Markleeville amidst the Aspen trees changing colors. We had lunch at a small deli in Markleeville and as we were going back to our cars Leonard Turnbaugh of Shasta Designs and Neutek Cams was looking at our cars. What a small world and as we talked he said that he had left his business card under the wiper blade of each of our four cars. Great stop!

As we left Markleeville the sky started to darken and pretty soon we had our wipers on sloshing the hail off our windshields. Fifteen minutes later the hail turned into a real snow storm so we slowed down a bit and gave ourselves a bit more room. About another 15 minutes and about another 1000 foot drop in elevation the snow turned into rain. Needless to say it was a great Porsche drive for all of us and one that we'll remember with good friends for a long time!

Phil Rowe's perspective on the Fall Festival: Traffic in Yosemite Park was 35 mph which got old after 15 miles, particularly when some folks erred on the slower 30 mph side but that gave us extra time to enjoy the great weather, good people and the many fun events planned by the 356Club. The Gold Rush or Sooner's Dinner Dash proved interesting without the benefit of a seating chart.

Mike Terzich on the Fall Festival: Drives to and from the event through the Gold Country and those we took while there (Wawona - Glacier Point - Valley Floor - Winery) were spectacular! The "Women Only" judged Concours was a lot of fun and dare I say educational for our fairer and typically co-pilots. Brenda had a blast judging among the ~85 cars from all over our state and adjoining states, with some as far away as the Seattle area. Having everything at the Tenaya Lodge was very convenient and yet very luxurious to boot. And the "over 62" \$10 National Park Lifetime (remaining) Pass was an unexpected plus we plan to use again.

Bill Hambrick: We had a fun drive home. The clouds were huge at times and just dark at others, with lots of wind. The cars all seemed to run great. Once we turned onto Morman Immigrant Rd, the sky opened and hail came down hard, followed by rain as we decreased in altitude. Some careful driving got all back to Sac safely.

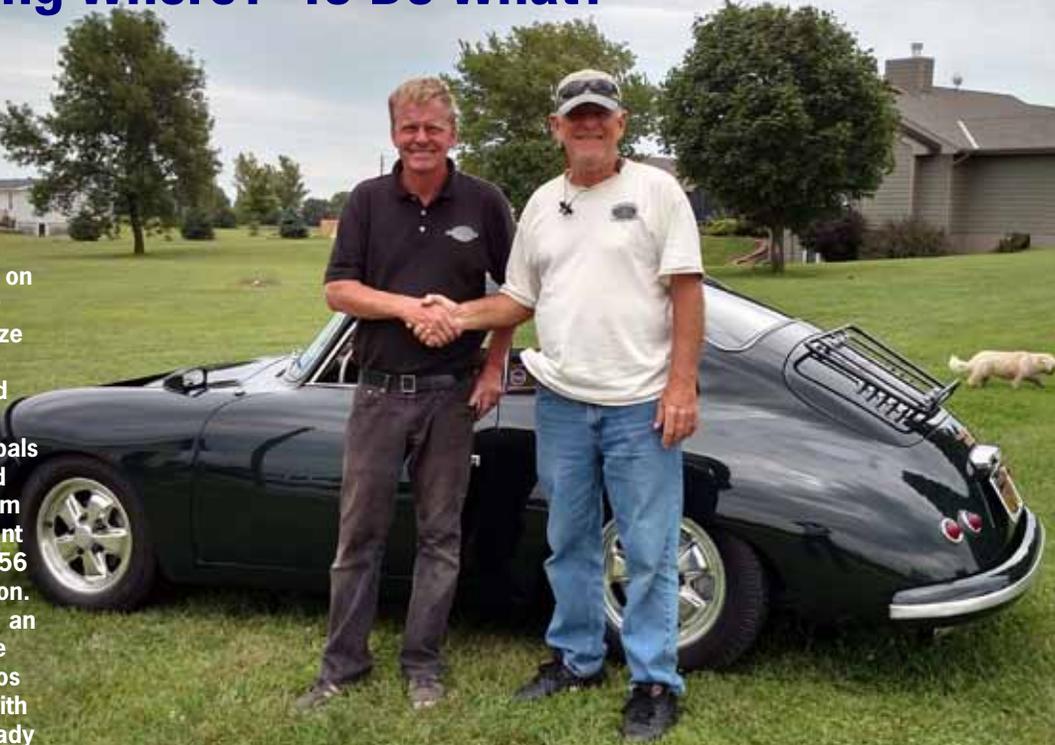


All tucked in for the night...

You're Going Where? To Do What?

by Bob Murray

Having owned and worked on a Outlaw Project for over 10 years I began to realize that the calendar was progressing faster than my project. I had grouched about my progress and concerns with some of my 356 pals and one day in August I received an email from my good friend Jim Hardie with just two words "Instant Gratification" and a link to the 356 Registry website classified section. I followed the link and landed on an Ad for a 1956 Outlaw - complete and drivable. I studied the photos and then closed the online file with the tentative decision that I already had an Outlaw, my - 59A Coupe Project.



The author with Terry Worick in the middle of Nebraska

And with a feeling of "been there done that" back in my shop the next morning I kept looking at my 59A Coupe and wondering what I really wanted to be doing for the next 5-10 years with my Outlaw project. On the one hand I could be welding, grinding, sanding ... and "play it again (and - again - and again) Sam", or I could be Driving an Outlaw. I went back to the 356 Registry Ad to again look at this "done" opportunity. I did not know the seller but read good things from him on his knowledgeable forum posts so I did some searching and found nothing but glowing reports of an honest stand-up long time member of our 356 community. After talking with him I found that the car had come from California, was built up in Arizona, and was now owned by a gentleman in Texas but stored in Eagle, Nebraska. Whew, so that's what provenance means!

Based on the seller's description and my piqued interests, I purchased two one way airline tickets to Omaha, NE, and then told my wife. Her response was "you're going where and going to do what?" - just before she refused to join me. So I HAD to invite the guy who started all of this with his "Instant Gratification" email.

Standing on the road outside my house at 4:00 am Monday morning waiting for the airport taxi I could not help but think - Am I nuts? I've arranged for two old guys, flying one way to Nebraska to look at a really old car, done by somebody else, and then we're going to drive it ~1800 miles home. By the time the taxi arrived I had realized that - maybe I am nuts.

Arriving in Omaha we were picked up by a delightful young man, Terry Worick owner of Terry Worick Restorations in Eagle, Nebraska - the custodian of the car. Terry restores early Porsches and has reportedly done a wonderful job on each. Driving up to his shop, I had my stomach turning but it quickly settled down when he backed the Outlaw into the sun. I had studied many photos of the car but the real thing was stunning. Over the next 6-8 hours Terry, Jim and I did an extensive examination of the outlaw. For the most part the build was extremely well done. There were a few items that needed to be attended to but nothing that could not be repaired



What noise? Jim Hardie doing some impromptu repair work at an outdoor garage

quickly and easily. Terry had spent the previous several days trying to sort out issues to prepare the car for our journey.

The car was completely restored and built up by German Motorcar Restorations in Phoenix, Az. They installed German front disk brakes, 6" Fuch wheels, an above the tunnel direct short shift system, converted all the electrics to 12 volt, lowered the car and installed a "C" electric sunroof. The interior was fabricated and installed by Autos International with tan leather, a contrasting green leather dash, and tan Speedster seats with green piping. A stunning combination with the almost midnight green paint.

The Motor is a 2.4 Liter fuel injected Type 1, built by CB Performance with 9:1 compression. 48 mm carb Throttle bodies, external oil cooler, 911 style fan housing, 200 mm Kennedy clutch ... all to develop over 185 HP as it mates to a 741 Transmission built by Arizona Transaxle. The car drives great, has terrific low end torque and is a blast to drive.

Our first night in Nebraska was hosted by the seller and Terry. After an anxious night I contacted the seller to discuss our findings. Again, like Terry, I found the seller to be very gracious and concerned that we were satisfied with the car. As we came to an agreement, the seller and I made the appropriate exchanges of paper work and currency. Then Jim and I planned our exciting journey through six states, of 1800+ miles, in about 34 hours and in Speedster seats toward home. Whoopee!

Our first stop was at Tom Conway's Carquip in Boulder, CO to investigate some noises. Tom was kind enough to offer us one of his lifts to make the needed suspension adjustments. Leaving Tom's we headed to the Flaming Gorge in Utah, for fly fishing on the Green River. But only after numerous unscheduled roadside pit / repair stops we finally got to the Flaming Gorge Lodge, on the Green River, at 11 PM. The next morning we had the pleasure to fish with a very knowledge young guide, Dalton Weinant who grew up fishing this river with his father and knew most every secret hole. He showed us some of them with Jim out fishing me 2 to 1.

Leaving the Lodge at 5 AM the next morning was going to be a good test for both the car and drivers while the twisty roads aptly tested the newly adjusted suspension. And then "wait, what was that noise ... and ... where is this nut supposed to be?" Jim's response "pull over we better take another look and tighten things up again" proved prescient as this was pretty much the routine for the next 15 hours.

Our original plan was to fly fish the Provo River, in Utah, but after much discussion and realizing that the day following our scheduled return would be the R Group Coffee and Donuts at EASY ... we realized that if we were to drive straight through we could get home by dark, get up early again and drive another 150 miles to EASY. We decided "let's do it" with my only concern that "I need to wash my new car before the guy's see it", to which Jim's responded "if you take off this dirt I'll kill you".

Pulling on to Harlan Street up to the R Group confab was one of the trip's highlights. All eyes were staring at my newly acquired Outlaw and I was in OUTLAW heaven. All of the guys loved the car and as expected many had great advice on how to make it better.

For me this trip had many firsts:

1. Longest continuous time in a hard speedster seat!
2. Most \$\$\$ ever paid for a car.
3. Most roadside Repair / Pit stops in one trip.
4. Most enjoyable Guy adventure ever.

I must give a really big thanks to-

*My wonderful and understanding wife, Kathy
Ibriham Kuzu, the seller*

*Terry Worick of Terry Worick Restorations in Eagle, NE, the caretaker
Tom Conway of Carquip in Boulder, CO
And especially my good friend and adventurer, Jim Hardie*

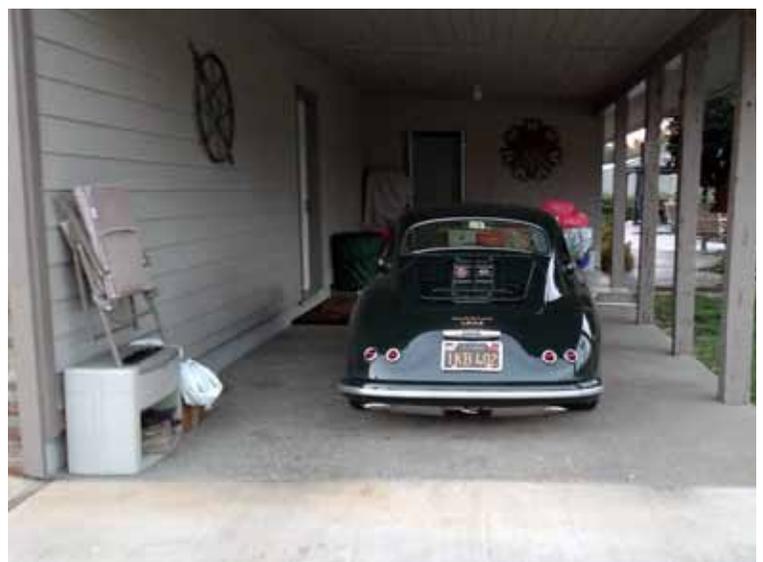
Thus I checked off another highlight on my Ole Bucket List.



I thought I fixed that!



Should we make a run on the Salt Flats?



Home at last!

2016 Rolex Monterey Motorsport Reunion

by Clint DeWitt

I drove the only period-correct Pre-A 356 at this year's 2016 Rolex Monterey Motorsport Reunion (RMMR) - the same little 1955 Continental Coupe that my wife, Pat, and I have campaigned in vintage racing for over 20 years. Only this time it sported 99 HP under the deck lid, courtesy of an engine rebuild by Loren Beggs at 911 Design in Montclair, CA (to repair engine problems developed at Sonoma 2 months earlier). The Continental is no threat to the later 356s with their double-barrel 40mm Solexes, but 99 HP on the 911 Design dyno is not too bad for half that carburetion - 2 single-barrel Solexes that generated 75 HP in race tune when the Pre-A 356 was new 60 years ago.

The RMMR is the current iteration of the Monterey Historics started by Steve Earle in the 1970s. Back then, the Pre-A Porsche ran in an under 2-liter group for 1947 to 1955 cars, and we hoped to compete our little Continental Coupe into the top 5, and often did. Now the 1947 to 1955 group covers cars of any displacement, with the Continental running against the LeMans-winning cars of that era, like the C Jag and Ferrari Mondial, so our current goal is to make it into the top 10.

They may have won LeMans, but at the 2016 RMMR the Ferrari Mondial finished 4th and the C Jag finished 6th on Sunday afternoon. The hottest cars were the West Coast Jaguar specials. Overall winner was Bernard Jucchli, Jay Leno's ace mechanic, driving the 1955 Jaguar Hagemann Special, which finished ahead of the 1949 Parkinson Jaguar Special by a narrow margin after an exciting 25 minute duel.

They were followed by two over-2-liter production cars, a 1959 Austin Healey 3000 S (running out of its age group) and a 1952 Morgan Plus 4, leaving us me with the little Continental Coupe to fend off no less than seven XK120 Jags and four V-8 Allards - which we managed to do in the short Sunday morning qualifying race.

All day Sunday, poor George Batcabe had miserable luck with his 1957 Speedster. Prior to the 2016 vintage race season, George last raced over 50 years ago, driving the same Speedster back east in the early 1960s. But someone towing the car back then damaged it big-time, and it sat idle until 2016 when he fulfilled a life-long dream to race the Speedster once again. Resurrecting the Speedster, George had hot-shot vintage racer and 356 expert, Leonard Turnbaugh (the proprietor of Shasta Design and NeuTek Cams) prepare the car, then George refined his racing skills at the racing school at Sonoma Raceway. Leonard and George split the driving with Leonard driving the Speedster on Saturday, in the later 1955 to 1962 race group with the majority of the 356s, while George drove on Sunday in the earlier age group with the Continental.

Saturday: Leonard was wicked fast in George's Speedster, but he does have unique likes and dislikes. He likes to speed shift; but he doesn't like rev limiters. It turned out to be a bad combination. George's Speedster has a trick, non-factory shifter, the kind that runs the linkage on top of the transmission tunnel, and it gave them both fits. Leonard would turn a couple of really quick laps, then coast back into the paddock to do some surgery.

The good news was that it wasn't bending valves or throwing rods - just breaking rocker arms and sometimes a rocker arm tower. Leonard went through a goodly supply of spare parts before he decided to sit out his Saturday afternoon race so George could be assured of a start on Sunday. This left a flurry of eight 356 Porsches to do battle with the seven Ferraris and four Corvettes on Saturday.

Of the 35 starters on Saturday afternoon (whittled down from 41 initial entries), Ranson Webster took top honors in the 356 contingent in his gorgeous Carrera Abarth - the ex Ben Pon car - followed closely by Alec Hugo in a 1962 356 Coupe. But both were behind four of the Ferraris



and a super fast Morgan. The two quick Porsches did manage to beat all four solid-axle Corvettes, however. Next was Ron Goodman's Australian Touring-car-prepared 1954 "Pre-A" finishing 9th after replacing a gland nut that he spun, so he claimed, turning an unbelievable 9,000 RPM! He was followed by Ed Hugo's 1963 B Coupe, and Steve Schmidt's 1958 Speedster, in 10th and 11th. Farther down the finishing order was Max Jamieson in 18th in his 1957 Speedster, followed by the 3rd member of the Hugo family, with Marc Hugo, in his 1956 A Coupe in 22nd and Paul Christensen in 27th in his beautiful 1956 Speedster.

Sunday: Leonard's declining to run Saturday afternoon didn't help George much, as George ended up with the same affliction. He managed to complete only one lap Sunday afternoon. Even then, in his first lap he turned a time faster than 5 other cars in the group, only to miss a shift in the Corkscrew on the second lap. He handled the sick engine like a pro, though, coasting off line to let other cars pass, and deftly managing to roll dead-stick back into his pit spot in the paddock.

The Sunday morning qualifying race for 1947-55 cars was delayed for 2 hours due to pea-soup Monterey fog. But once the green flag dropped, the Continental moved up 2 spots under braking for Turn 2, and held off all the Jags and Allards to finish 10th overall. Then in the afternoon, the Continental moved up a spot on the start when a super-fast Kurtis V-8 pulled off on the pace lap, only to have one of the Allard V-8s wake up and charge through the pack to finish a close 3rd overall behind the Jag Specials.

The Continental managed to hold off the other Allard V-8s and all seven of the XK120 Jags, to finish 8th overall as the first under 2-liter car. However, the fastest XK120 got a heck of a run into Turn 2 on a restart following two Safety Car laps for an Allard Coupe that lost a wheel on the Start-Finish straight. Fortunately, the Allard Coupe had managed to pull safely to the side of the course. When the Safety Car pulled off, the XK120 was ready and had the torque to pull ahead of the Continental on the right going into the left-hand Turn 2 hairpin, but the Porsche's drum brakes (and lighter weight) put the Jag 2nd at the apex and kept it a few car lengths back for the rest of the race, even though it turned a lap time only 1/10th of a second off the best lap by the Continental.

Also worthy of note was my good friend, Jim Alger, who drives his XK120 to Monterey down from Reno each year, and who narrowly beat the Continental at Sonoma in June. Last year, Jim had a very scary moment when he lost his brakes because a wheel came loose in the first lap, causing him to fly across the generous gravel trap at Turn 2 and end up in the tire wall at the far end! This year, Jim had another scary moment in the Sunday morning race when he lost a rear axle coming out of the Corkscrew and ended up alongside the concrete spectator barrier on drivers' left. Persevering, Jim got another axle, installed it, and starting last in the afternoon, worked his way up to 18th over all in the 8 lap race (2 of them behind the safety car), to finish 5th in a 5-car XK120 conga-line!

Cobra Wine Release Party - Perry Creek Winery

by Elaine Cannon

Dieter Juergens, the owner of Perry Creek Winery in Fair Play, loves Cobras, Porsches, hot-rods and of course wine. On October 24th, Dieter invited the owners of 356s to join him at the winery for the release of his ultra-premium Cobra wines.

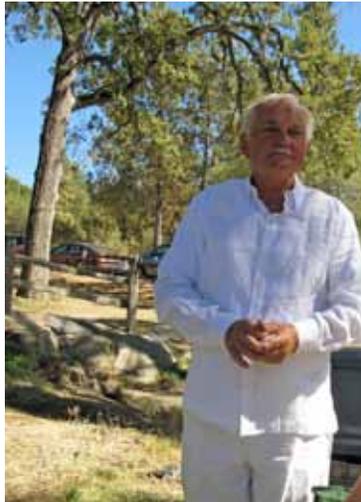
We met in El Dorado Hills on a picture-perfect morning and took a great drive via Pleasant Valley Road, to Mt. Akum Road to Perry Creek Winery in Fair Play. Rocky Raymond told us he knew of a neat and short detour with spectacular views plus a wooden bridge. He was absolutely correct as you can see in the picture. We carefully drove over the bridge acutely aware of the weight limit posted. We all made it.

The 356s were parked at the winery together and we were all given placards for our cars and a stamp for lunch. There was a mini People's Choice Car Show with three categories: Best Classic Car, Best Cobra, and Best in Show. No Porsches won, but we were all given a bottle of wine in appreciation for coming.

Perry Creek Winery is famous for its "Zinman" brand of wine. The high altitude (2400 ft) of Fair Play and the decomposed granite soil is perfect for zins - best by the sip.



Part of the lineup of 356s at Perry Creek



Our Host- Dieter Juergens



One at a time over the wooden bridge.....



Some of the "other" cars invited

Cylinder Head Temp vs. RPMs

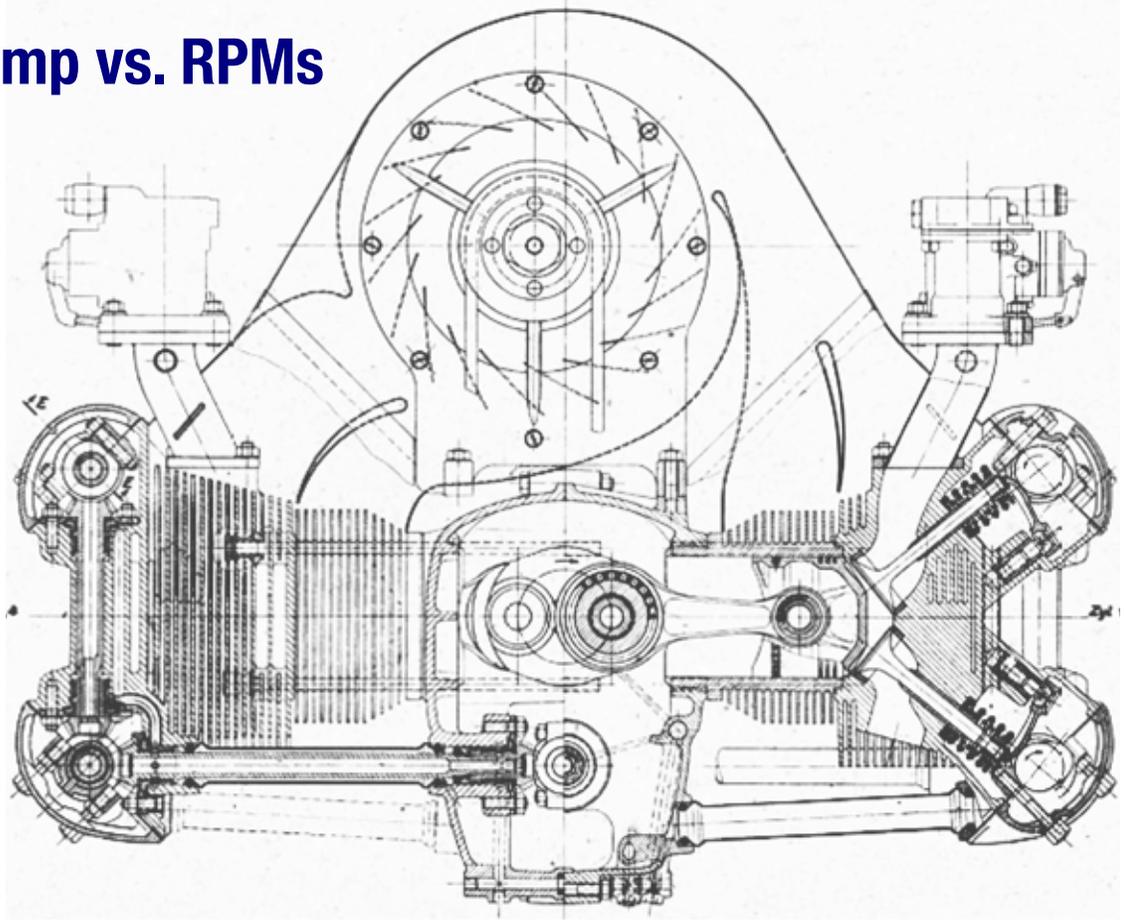
by Kit Sodergren

Say you're stuck going uphill in the mountains behind a motor home at 30MPH. Is it better to use second gear at 4000 RPM or third gear at 2500? Both settings produce the same horsepower since the car is going the same speed.

The difference is that our engines are air cooled and there's a lot more air coming off the fan at 4000 RPM than at 2500. I was able to verify this during Jim Hardie's mountaintop meandering route home from Fall Festival 2016. My car has a cylinder head temp gauge. At 2500 RPM it registered 400° F, which is a little warm, but went down to 350° F at 4000 RPM. It's a little counterintuitive, but the engine is happier going faster. It didn't seem to matter much to the oil temperature either way.

Somewhat startling was the temperature on the way down the hills. Staying in second gear to save the brakes, the cylinder head temperature dropped to 200° F! The only time you see that temperature in the Sacramento area is about a minute after you start the engine.

Fortunately Dana was riding shotgun, reminding me not to drive off the mountainside while being entertained by my gauges.



“Rusty Nuts”

by Kit Sodergren



A fellow aircraft mechanic came upon a simple, cheap, quick and easy way to loosen rusted nuts that we can use in our old car restoration efforts. We sometimes resort to torching a recalcitrant nut with a propane or butane torch and then many of us soak the bad actors in various fine grade penetrating oils or WD-40 type lubricants, but here is a link to a clever solution that makes all the above unnecessary and works right away based on the wonders of physics in practical application.

Try it out and spread the word.

<http://www.chonday.com/Videos/rusnutcankj4/>

Historical Tidbits

James Dean at Speed

by Kit Sodergren



Few action pictures exist from James Dean's brief, promising road - racing career, so imagine archivist Thomas Voehringer's delight half a century later at discovering this event's film logged into Petersen's system on Day One (March 27, 1955). The young actor was so little known, pending release of his first feature film later that year, that the program from the California Sports Car Club's eighth Palm Springs Road Race program lists his first name as "Joseph". Six months later, James Dean died in his next Porsche, a super - light Spyder, en route to another race, Photographer Eric Rickman died in 2009, about a year before this unpublished image was identified.

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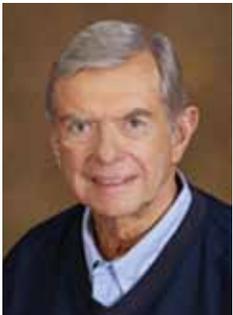
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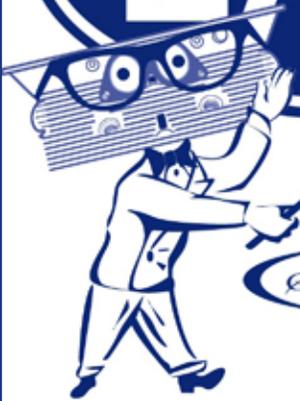
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