

# 356CAR

California Alta Region

2017 Issue 1



A "ground up" restoration in progress at Steve Hogue's metal fabrication shop in Torrance.

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....and more!

## 356CAR BOARD OF DIRECTORS & COMMITTEE CHAIRS

### Barney Speckman

President

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

### Ed Morris

Vice President

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

### Phil Rowe

Director  
Membership

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

### Elaine Cannon

Director  
Treasurer

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

### Kent Anderson

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

### Rich Peters

Director  
Events Co-Chair

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

### Ron Delmendo

Director  
Events Co-Chair

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

### Jim Reeder, Jr.

Director  
Special Projects

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

### Michael Hodos

Director  
Special Projects

mehodos@mac.com  
944 Bryant Street  
Palo Alto, CA 94301  
hm: 650-326-6121

### Lou Fifer

Newsletter Editor

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

## 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: Bob Cannon

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# President's Message

by Lou Fifer

As I am again "spanning the globe" on business travel, our 356CAR NLE has stepped to the forefront, with point & pica in hand to express to you all that my thoughts are with each of you as you check points, plugs & condenser, test your brakes, change the oil & filter, and wax your treasured steed for the Spring Driving season now upon us. The weather has been rainy but of course we will soon get on to our hot, dry and beautiful California days, so perfectly matched to our nearly perfectly balanced driving machines. I continue to hope that each of you will be safe while having fun on the [Backroads of California](#) (see Earl Thollander, Sunset Books, 1971, and 1983, Clarkson N. Potter, Inc.). And I look forward to seeing you at this year's North Meets South 2017, hosted by the 356Club at the Allegretto Resort in Paso Robles on 20-23 April 2017.

And as they say in the far-flung wilds of the Commonwealth during my economic pursuits ...

**Keep Calm – and – Drive On!**

Your Presidentus Remoteness -

Barney



Find us on  
**Facebook**

[facebook.com/356car](https://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](http://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!



Any color you want, as long as it's Red! A lineup at the 2016 Fall Festival in Yosemite.

# Schedule of Events For 2017

Always check [356car.org](http://356car.org) calendar page for updated information

- April 20 - 23 North meets South**  
Hosted by the 356Club of Southern California at the Allegretto Vineyard Resort, Paso Robles:  
[www.allegrettovineyardresort.com](http://www.allegrettovineyardresort.com).
- April 29 5<sup>th</sup> Saturday 356 Breakfast**  
9AM, Spanish Bay, Pebble Beach on 17 Mile Drive
- May 6-7 Luftgekühlt 4** Los Angeles. For info: [luftgekuhlt.com](http://luftgekuhlt.com)
- May 19-21 Spring Classic Class Races, Laguna Seca**  
1967-72 Formula B, 1973-84 SCCA Production GT Cars, 1966-72 Trans-Am, 1966-74 Can-Am, 1973-79 Formula Atlantic, 1966-72 Trans Am 2.5L, 1983-2007 World Sports Car – Le Mans Prototype, 1979-2006 Historic Stock Cars, and 1967-1984 Formula 1, plus daily historic motorcycles exhibition laps.
- June 3-4 Vintage Races**  
Sonoma Raceway
- June 2-3 10<sup>th</sup> Annual Friends of Steve McQueen Car & Motorcycle Show.** [www.SteveMcQueenCarShow.com](http://www.SteveMcQueenCarShow.com)
- June 4 Christy Barden's Barn Party,** Nevada City. 1-5 PM.  
Dancing to the music of the Speedsters.
- June 4 PCA Porsche only Swap Meet**  
Parts Heaven, Hayward 7am
- July 8-16 PCA Porsche Parade**  
Spokane, Washington
- July 14 - 16 2017 Emory Campout**  
13851 S.E. Eola Village Rd., McMinnville, OR  
Register: [emoryporschecampout.regfox.com/2017-emory-porsche-campout](http://emoryporschecampout.regfox.com/2017-emory-porsche-campout)
- August 12-13 Pre-Historic Races**  
Mazda Raceway, Laguna Seca
- August 15-16 Automobilia Monterey**  
Embassy Suites, Seaside. [AutomobiliaMonterey.com](http://AutomobiliaMonterey.com)
- August 15-20 Monterey Car week**  
Concours on the Avenue Tuesday; Werkes Reunion Friday at Corral de Tierra Country Club. Concours de Elegance on Sunday. *More details in next issue*
- August 17-20 Rolex Monterey Motorsports Reunion**  
Laguna Seca. For info: [mazdaraceway.com](http://mazdaraceway.com) or call 831-242-8200
- September 22-24 356CAR Mendocino Weekend**  
Beachcomber Resort. Bill & Gwen Jacobson hosts.

# Cooks

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# Nevada City Dance Weekend

## June 3rd - 4th, 2017

**Saturday Night: Contra Dance 8 - 11 PM**  
**Band: Hot Cider Caller: Kelsey Hartman**  
**(Beginner's Lesson at 7:30 PM)**

Historic Odd Fellows Hall, 212 Spring St. Nevada City, CA (\$10)

**Sunday: Barn Party 1 - 5 PM (FREE)**  
10141 Cedarsong Rd. Nevada City, CA  
**Band: "The Speedsters", Swing, Waltz, Etc.**

1 PM Pot Luck picnic, free hot dogs and hamburgers to the first 150 guests.

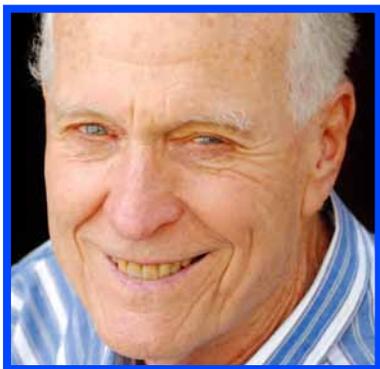
2 PM Dancing to the Music of

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Hwy 49 to Nevada City, continue on 49 by making a left turn at the first opportunity after passing Nevada City. Continue for about 4.5 miles and turn right on Cedarsong Road. Turn right into the first driveway after the two speed bumps. **Park as directed.**



by Elaine Cannon

**T**he LA Lit Meet weekend is always something to look forward to in the Cannon household. I like to travel to LA, visit relatives, enjoy the ocean, see Porsche friends – and incidentally look at memorabilia. Bob, on the other hand, goes with shopping list in hand, money in his pocket, and he can't wait to find hard to obtain parts for his restoration projects.

Our trip to LA on Thursday in our Boxster was uneventful and surprisingly fast. Friday morning we were ready to visit the restoration shops. A new addition to the day was a tour bus that picked people up at the Airport Hilton and then made several stops. Jim Hardie (Sacramento) and Kim Nelson (Shingle Springs) took that route. We braved the free-ways and streets to our first stop – Hunzicker graphics and Ed Rutherford's Klasse 356 shop. Then it was on to Steve Hogue's shop (see cover) to check on the progress of his metal work.



Dave Lauck and Art Hardie admiring cars at Klasse 356



Ed Rutherford of Klasse 356



Unique shirts galore at Hunzicker Design's new studio



"Wall Art" as seen at Steve Hogue's shop...



These 2 photos give a new meaning to "Made by Hand" at Steve Hogue's metal fabrication shop





Porsche's new Los Angeles Experience Center



Eye Candy at Porsche Experience Center



Dave Lauck, Art Hardie, Elaine and Bob Cannon

Checking our maps we realized that we could stop at the Porsche Experience in Carson on our way to Long Beach. The facility is easy to find- look for the large statue of a man holding racing flags near the intersection of the 405 and 110 freeways. We were given visitor lanyards at the front desk and a schedule of that day's events. This is also where one would sign up for test drives or the driving school. One side of the building is a workshop with a glass wall so one can see all the cars. On the first floor is a large reception area (which can be rented out for events), a gift shop, and the Speedster Café. Upstairs is the more elegant Porsche restaurant. We bought sandwiches and sat on the outdoor patio with Dave Lauck (Lake Wildwood) and Art Hardie (Placerville). A few cars were being test driven that day. The whole campus is spread out over 53 acres with one stretch of asphalt being about a mile long. We were told that there was a good overlook of the whole facility just down the street. We found the entrance and had a great view of the long straight away and tight turns. Just a bit of info – the area was originally a dump site, then a driving range. The guy holding the racing flags used to hold golf clubs!

Then we were on our way again to Long Beach and John Wilhoit's shop. The place was full to capacity with everyone admiring the work they do. That was the end of day 1 for us except for dinner with a relative in Manhattan Beach and wondering if the beauty of the ocean can overcome the problems of traffic and parking. It probably does.



"Clean" but expensive parts for sale at the Literature Meet



Part of the crowd enjoying the sights and food at European Collectables in Costa Mesa. The haze is from the food truck.



More "eye candy" at European Collectables

Saturday we drove to the Airport Hilton and entered two ballrooms full of parts, posters, memorabilia, toys, steering wheels, Porsche Design eyeglasses, Porsche jackets, tee shirts, books, Stoddard parts, the 356 Goodie Store, upholstery and literally everything you might need for your car or garage. Later that afternoon we made our way down to Costa Mesa to visit Jim Liberty's shop and to drool over the array of cars at European Collectables.

Sunday morning we were off to the Phoenix Club in Anaheim for the outdoor swap meet. Again it was time for Bob to consult his shopping list and for me to chat with people I only see once or twice a year. I did manage to score a gift for Bob and Kathy Murray's dog, Dexter. Someone was selling dog collars in the black and white houndstooth cloth that matched the seatcovers of the Murray's 911. I couldn't resist. Nor could I resist buying a piece of artwork for our garage. No one plans for finding those kinds of treasures...

With Bob's shopping list complete or his billfold empty (?) it was time to drive back to Sacramento. Until next year!

# Breathing Life into “AJ”, part 2

by Dave Lauck

Continuing from our article in the last issue of 356CAR...

**W**e decided to ask for help and moved “AJ” from my garage and into the Operating Theater of “Dr. MigTig” (Bob Cannon) in Sacramento. But along the way we met some other very helpful people in 356CAR-Sacto who share our enthusiasm for these unique cars and who have provided loads of encouragement and advice for us as we continue the project. Lou Fifer and Jim Hardie helped me evaluate and disassemble the engine, and they even promised to help me put it back together! We determined that it is a good 1960 1600S, but needing a rebuild, some new parts, and a lot of greasy love.

As one step, I spent a weekend with Lou poring over and learning from Charlie White’s, “Rebuilding the Zenith 32 Carburetors”. Keeping with Charlie’s carefully diagrammed and amply described steps, we cleaned and rebuilt the two Zeniths with new gaskets and a few missing parts.

Then Bob showed me how to Cad plate the smaller screws and parts so the carbs now look “good as new”.

The biggest portion of our restoration project has been cutting out, fabricating, welding, and replacing much of the coach work. To this mind-numbing series of events stepped up Dr. MigTig with his years of experience and divine insight into making every bit “just right” with the body restoration, among other things. Bob started the project with us in 2012 and continued into 2014 coming weekends to my Lake Wildwood garage with his tools from home in Sacramento to work on the car. As the project progressed, the travel got to be too much and frankly we needed AJ up on a rotisserie jig and dolly to do the work properly so Bob invited us to move the car to his home shop of tools and the locus of his uniquely detailed fabricating expertise. Since its arrival in October of 2015, the car has been transformed, over an emotional ride for me, but looking at the before and after pictures of the car I realize that we are bringing something beautiful back to life. AJ’s nose was hit hard at some point, and the early bodywork was not worth saving so we opted to have it replaced with a beautiful replacement clip from Trevor’s Hammer Works. And to repair a good-sized dent in the right rear quarter, Bob worked his magic with hammer and heat. The door bottoms were completely rusted and gone so they were replaced, as well as the pan, tunnel and longitudinals, inside fenders and closing panels, battery box, rear seat area ... etc. Bob is a metal-working wizard and has fabricated many unavailable body parts for our car, but most of the needed parts were ordered from Restoration Design, Stoddard or Sierra Madre. In each case, Bob has made some modifications for the “just the right fit” as he hammered and shaped each to his satisfaction. To watch Bob’s hours and hours of hammering, trial fit and re-fit is amazing.

With Bob’s wife Elaine’s incredible patience, I have been working nearly every weekend since the car arrived at his shop, with him working on it during the week, so the project has come a long way in a year’s time. We cannot predict exactly when this car will be ready for paint & body but I will miss working with Bob on the car and my many hours lying



*A resistance spot welder was used wherever possible to replicate Factory welds on the floor while Bob’s dog Hunter licks my face or takes my hat off and walks off with it as he tries to get me to play with him.*

The bodywork on this car has been extensive, and was certainly beyond Dennis’ and my expertise and wild enthusiasm, so to have Bob’s experience, knowledge and help has been a huge blessing. In the first couple of years of the project, known as “BBC” (Before Bob Cannon) Dennis and his wife Mary helped me work on the car, but once it went into surgery at the Urgent Care facility, they have devolved to our teams’ enthusiastic bankers.

I’ve learned so much from Bob, including how to make a pattern out of cardboard and transfer that pattern to a piece of flat metal, and how to Spot and MIG weld. I’ve learned that metal preparation for paint takes longer than the actual painting process. I’ve spent hours under his direction in cleaning surface rust to bare metal, then chemically preparing the metal, insuring that it is dust free, before then applying the primer. The right

process takes way longer than you would think. I've also learned a lot by just watching his careful work on every step. I watch Bob TIG weld, hammer, run his hands over it, hammer again, heat it up, shape it, massage it till it's right ... all exhausting work but very satisfying in the end. One of the hardest things to watch is Bob hurting himself while working on a piece with his extreme focus on what he's doing and then bleeding on the car. We have seen much of Bob's blood on the car and I feel so bad when he hits his head or cuts his arm on something sharp while working on the car up on the rotisserie which leaves some bits vertical with protruding edges that are easily forgotten. It's a painful process, but more for him than me. Most of all I've learned how to take the time to make a car just right which is Bob's mantra in all things he does - with never cutting corners, so to speak. Attention to detail is a learned process; not inborn, and Bob has it in spades.

The car is still in the bare metal/bodywork phase and we just can't wait to get the beautiful Mercedes Brilliant Silver paint on it. The Certificate of Authenticity says along with the silver exterior, it came with Red Leatherette upholstery. We'll defer to Autos International tackle for that, but in red leather with Oatmeal Squareweave carpet. We can't wait.

Somewhere along this process Bob elected to partner with me on AJ's completion and thus the beauty of our project is that we have agreed that there is no rush, no time frame, leaving us the flexibility to do the job right. AJ is safe, dry and loved for the first time in years so it can wait to be driven a little longer. It's a true dream project - worth every minute. We can't wait to get her out on the local twisty mountain roads. Question is ... how do we decide who drives it first? Any suggestions?

We will continue with the saga and share some amazing stories and pictures from the wonders of Dr. MigTig and his crafty talents with heat and steel ...



The original cowl area in front of the windshield was heavily damaged and required replacement with a new panel made on site



Cowl area after repair and replacement



TIG welded seam after hammer-welding



Almost done!



## 356CAR-Sacto News

by Lou Fifer

**Saturday, January 14** – Our monthly breakfast was very well attended, just shy of our record 71 for another fun meet, greet 'n eat. And the parking lot was well displayed with 18 356s, 1 Speedster replica, 1 912, and 1 911.

We also had five (5) **Visitors**, who each had their special time in the barrel with **MC Jim Hardie** welcoming them to our club's special enthusiasm for the cars, our members, and many activities. We hope to attract each and all again to our membership rolls. **Bruce Hatch** and his son **Nathan** arrived in Dad's new 56 *Vintage Speedsters* Replica. Brad loves his car, drives it every day, and has completed several trips to Lake Tahoe in the six (6) months and ~9,000 miles he's had the car. Nathan allowed as how the heater did not help much on today's cold morning ride but Dad did have the top up when they arrived. **Thom Fitzpatrick** pulled up in his "few days owned" 57 Sunroof Coupe, which immediately attracted Jim Roten (NOT in his 57 SR Coupe) for a quick run around the car and verbalizations of resto / mods to each ride. With prompting by **MC JEH**, Thom wowed the group with his litany of currently owned VWs, Porsches, BMWs, and a Uni-Mog (for climbing trees and over irritating plastic Corvettes).

**Tim Dobbins** and **Reinhard Riedel** beguiled the group with their stories of working on 356s and many years racing in several venues. Unfortunately, neither drove their racy rides this time. Of course, there were many regular 356CAR members in attendance, rounding out the near record turn-out, but without their 356s why mention so many "also drivers"? Of interest was when **Reinhard Riedel** and **Clint DeWitt** recognized each other as former competitors in many vintage races. Smiles and laughs rewarded Reinhard's recalling Clint as "The Blocker" from the "old days". **Bob Cannon** updated the intentions for our bi-annual *Gathering of the Faithful* with his comments that "... it will be ... somewhere ... sometime in the Fall ..." and "... check the 356CAR.org website for further details ... yet TDB". As in the past, this GoF portends a fun time. **Lynne & Bill King** offered a teaser for a major Garage Sale of Bill and Bob King's collections of all things Porsches to be at King's in March – April. Stay tuned, but realize that they do not now need calls, suggestions, requests, previews, campouts, or offers ... before the event. **Pat DeWitt** sort of announced that she will be the next, and likely perennial, BMW Club President amidst references to "Slapping the Tar Baby" recalled from Uncle Tom's Cabin.

There were several *Panorama* PCA magazines exchanged, with the balance going to the California Auto Museum archive and sales, plus many other *Christophorous* and *Hemmings* up for grabs. As **MC Jim Hardie** began to lug his revs, he offered a tickler for next month's meeting auction of a full Oil Change, parts and Brad Penn Oil as a spring-time mini-project teaser and then he closed the breakfast meeting and urged all to reassemble in the parking lot to continue our ubiquitous "kicking of the tires" and "jaw boning the marque".

**Saturday, February 11** - dawned clear and beautiful – with NO rain! Let me hear you say HAL - LEY – LOO - YAH!!! And we gathered 56-57 (per Ron Delmendo) for our monthly groping at the buffet and sharing of all things lately regarding our treasured Germanic Steeds ... etc. Several brave souls drove in the weather break, including one very rare 56 VW Single Cab, a hopped up 67 911, and a to-be-returned to Soft Window 67 912 Targa, plus 15 356s.

We welcomed several **Visitors** and **Guests**:

**Kent Brandon** walked up (from his dead 58 Ford Truck) with his grandson **Kaeden** and friend **Kameron**. **Tom Sansone** introduced **Gary Brickler** who has owned a 63 Cab since 1977 and trailered it from house to house for 40+ years ... but he says that he used to drive it. **Jack Wright** drove up in a Ferrari TestaRossa ... but says he's looking for a Speedster. **Barbara & Steve McCrory** (PCA-SVR "Drifter" NLE) have a 63 Coupe "in work" but Barbara says that it's really in parts in two counties, while her 60 Morgan +4 Drop Head is running and just fine. **Maurio Manzo** has been restoring his Dad's 63 S-90 for 30 years and has lots of parts For Sale. **Mike Moss** "outlaw expert" drove up in his 63 Coupe (mild) Outlaw. **Dave Roberts** briefly explained his 63 Coupe (wild) Outlaw with 200 HP @3500 RPM Fuel Injected 2.7L engine, AC, Enlarged Brakes, Electric Windows, 5 Speed 85mph cruiser drawing but 3400 RPMs. **Curt Campbell** introduced, **Peter Grassi**, who is looking for a 356.



**MC Jim Hardie** highlighted the recent 356Registry article and congratulated the long and successful racing history of **Pat & Clint DeWitt**, plus the very flattering ink and shots of daughter **Katherine**. **Jim Hardie** passed out several "old" and "new" 356CAR window decals. **Ray Johansen** encouraged all to join him at the Porsche Parade, Spokane, WA. **Elaine Cannon** briefed the plans for Gwen & Bill Jacobson's Mendocino Weekend over 22-24Sep 2017. **Elaine Cannon** again solicited members to serve on the 356CAR BoD with names to her or President Barney Speckman.

**Lou Fifer** discussed the 14-16Jul 2017 Emory Campout in McMinnville, OR, by proposing to lead a two-day drive up US-101, meeting first on 12Jul in Santa Rosa, to Crescent City for the first night and then continuing up US-101 on 13Jul to Coos Bay and then to McMinnville to arrive early evening before Gary Emory's event on 14-16Jul. The return trip could be all in one day down I-5 or another leisurely reverse along the coast on US-101. Further details to come or contact [louisfifer@gmail.com](mailto:louisfifer@gmail.com) for information. **Lou** offered to lead the 356CAR caravan to NmS 2017, with the Sacto Group meeting for a Jelly Donut at Ted Blake's Garage on Thu, 20Apr at 8AM, departing there at 8:30 to meet Bay Area members at the Tracy Rest Stop on I-5 and from there proceed to a picnic / luncheon at *Tres Pinos* at midday before arriving at *Allegretto Resort* in Paso Robles for happy hour of the annual four-day event 20-23Apr 2017. Inputs on the routing and stops are very welcome to make this another fun and interesting event.

Two of the *Speedsters*, **DP Maracin** and **Kim Nelson**, played another 2-set dinner gig at *Que Viva Mexican Cocina* in Cameron Park on 10Feb17 and will again play again for a special Valentine's Day dinner buffet on Tuesday, 14Feb17. The monthly 356CAR Sac Breakfast meeting ended with an invitation by **Jenny & Tim Derich** to drive with them to *Chili Bar* on the *American River* to scope out the raging waters.

**Saturday, March 11**- Mustering early at Marie Calendar's was a large riata of German steeds: 17 356s, 2 Plastic Speedsters, 1 912 Targa, another 9-series in Light Chartreuse, and 1 997.

**Guests** included:

**Tyler Carlson**, in his 59A Coupe. **Valerie & Kerry Gates**, in their 40+yr 64C Coupe. **Nicky & John Howell**, reported about his 67 912 "Convertible" (post-crash resto-mod) in work. **Mario Manzo**, still restoring his Dad's 63 S-90. **Ryan McCarthy**, in his 56 Vintage Speedster with three sons Quinn (8), Rex (6), & Sam (4). **Jennifer & Joe Schumacher**, of PCA SVR, but reporting a 63 Coupe still in work ...

**Lou Fifer** reminded all that the 356CAR-Sacto group will coagulate in *Ted Blake's parking lot* at 0800 on 20Apr17 for our caravan to NmS 2017 in Paso Robles. All planning to join the group at Ted's can look forward to sharing a Jelly Donut before departing at 0830 for the Tracy & I-5 rest stop and meet up with the Bay Area members. From there we will head to *Tres Pinos* for a picnic and 2<sup>nd</sup> rest stop before continuing thence via CA-25 & US101 to *Allegretto Resort, Paso Robles* for the event check in and happy hour. For details, questions, suggestions, driving tips and any other admin-is-trivia contact Lou Fifer ([louisfifer@gmail.com](mailto:louisfifer@gmail.com) / 916-749-5532).

**Lou Fifer** and **Tom Martenot** will provide a 356CAR-Sacto Tech Session on 08Apr17, after the monthly breakfast meeting at 1300 in Mike Terzich's garage in Loomis on how to dis-assemble a 356 door to extract the window and polish out a scratch. A flier will be provided at April's 2<sup>nd</sup> Sat 356CAR-Sacto meeting detailing the location and directions to Mike & Brenda's compound.

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# Doo-Wop – Oldies – Country – Blues ... Some of the Story

by Lou Fifer

**W**hen joining a car club, you expect to kick some tires and tell or hear car stories. But you don't expect to tap your toes to music in many genres from the very era of your prized ride – unless you are joining NorCal's 356CAR or PCA-SVR, because then you get **The Speedsters**. Picture a backyard BBQ with 100+ in a semi-circle of chairs facing four guitars and a trap set about to strike up the band and you'll have to pinch yourself to believe that they are all Porsche drivers – just like you, and they are about to strum, sing, and stick their way through your formative years with their rhythmic and dulcet tones of our treasured 50's & 60's. Playing about 15+ gigs a year, these driving musicians voice a mix of fun, upbeat, and pensive enough to put down your drink, hush your chat, and lean forward remembering the tensions of puppy love, cars, perfume, and gasoline – even as your dancing feet join the hardwood. **The Speedsters** are as different a band as is the treasured ride you drove to the backyard BBQ. Their goal is to present at each event a "... re-birth of what music was ..."

From their first paid gig at "It's Personal" in Folsom the Speedsters have wowed their clients at festivals, weddings, parties, car shows, fairs – but who are they who combine such close harmonies of voice and guitar with pulsing beats ...?

**DP Maracin**, Lead Singer (baritone) & Guitar, has been trying to figure out guitar since he was a small child. Growing up his family didn't own a TV, so he and his siblings would sit at dad's knee while he sang *old cowboy tunes* from the '30s and '40s with his limited chord vocabulary. DP's mother gave him a plastic ukulele at about 7 or 8 years old and taught him how to play "You Are My Sunshine". He got his first guitar at age 11 - an inexpensive and nearly unplayable Sears-Roebucks model but about a year later his father gave him his own guitar as a Christmas present - an old, scratched-up Harmony archtop, daubed with tears of joy.

With little family money, music lessons were out of the question so DP taught himself guitar, bass, and harmonica with heavy influences from *Jimmy Reed, Slim Harpo, and Muddy Waters*. He also tried 5-string banjo but abandoned the little plucker for the good of all.

DP does not read music but plays "by ear" adding his baritone vocals to his eclectic mix of *Folk, Country, Broadway, Blues, Doo-Wop, Oldies*, and *Classic Rock* from 60's *coffee houses*, to family gatherings to *open mic* nights around Placerville - to **The Speedsters** his first and only band.

**Steve Barker**, Lead & Slide Guitar plus Keyboards holds his first music memories from age 7 listening to *Elvis Presley's Hound Dog* at his grandparent's in Tewksbury, MA. Steve's first guitar was a Sears Silvertone earned by delivering newspapers and cutting lawns, which led to forming his first band **The Zots** to play covers like *Louie, Louie, Hang on Sloopy* and *Gloria* – just right for a boy band and 3 chords. Other bands followed- **The Pistachio Caterpillar, Flyte, Sound Wave, and Slack Cats**, but joining 356CAR led Steve to form **The Speedsters**, a unique band of all Porsche owner-musicians. Besides his music and swinging *Elvis hips* on the set, Steve researches new songs and works up arrangements for the band's review. And to improve and enhance their sound, Steve is adding Sax to the joy and toe-tapping of **The Speedsters**.

**Kent Brandon**, Bass Guitar, started his music career with *guitar lessons* in the 7<sup>th</sup> grade in Portland, OR. His first electric guitar was an Epiph-one SG coupled to a Fender Amplifier. The many intriguing sounds and techniques hooked Kent and by the 8<sup>th</sup> grade a neighbor and school chum, Steve Mueller, joined forces in a Rock 'n Roll duet at a **school talent contest** where they played *Walk Don't Run* by the Ventures and *Michele* by



*The Speedsters at a backyard concert: (L-R) Steve Barker, Ann Baaten, Kim Nelson, Kent Brandon and DP Maracin. Don't miss this year's concert- stay tuned for details.*

the Beatles. Although not the "official" winners the teachers said they were the best and the kids loved real Rock 'n Roll at school. In 9<sup>th</sup> grade Kent went for the big time and formed the **Third Degree** with Bill Lamb on lead guitar, Pat Shea singing, Ken Krause on keyboard, and Mike Anderson on trap set. They played together until Senior year, when the overwhelming smells of gasoline and perfume gripped the group. Their High School gigs were *after game* and *community center dances*, but they also rented halls and promoted their own events as they covered many 60's groups. Four years ago, Kent dusted off the old ax to play bass for a *Church Choir*, with a pianist and drummer before joining **The Speedsters** at the first of many 356CAR / PCA-SVR events.

**Ann Baaten**, Vocalist, began singing as a child to vinyl of *Elvis Presley, Frank Sinatra, The Moody Blues, Santana, Seals and Croft, Barry Manilow, Barbara Streisand, The Guess Who, Jefferson Airplane, Janis Joplin...* In **High School** Ann first joined the school **Choir** as second soprano. In her second year, she sang in the **Song and Dance** group, like a Glee Club. Finally, Ann joined the **A Cappella Chorus**, singing madrigals, took classical vocal lessons, learned Italian, and sang arias. At sixteen, Ann living with her grandparents was enthralled with *Big Band Swing* music and her vocal lessons expanded to *swing jazz*. At nineteen, Ann placed **First - Classical**, and **Honorable Mention - Jazz** in the **Cal State Talent Competition** and in College she sang with the **San Francisco Swedish Choir** and the **University of Madrid Chorus**. When Ann's son was born, she picked up the guitar and began singing with the **Hewlett-Packard** employee's music club and discovered her *rock n' roll* voice in jam sessions "out on the loading dock".

With her sweet tone and keen sense of timing, Ann jelled at more jams and eventually joined: **No Worries - Slack Cats - Café Duet - Jukebox**, and **The Speedsters** singing *Blues, Country, Soul, Rock, and Jazz* in many 356CAR & PCA SVR events, for local charities, in coffee houses, at festivals, and the California State Fair.

**Kim Nelson**, on Traps, hasn't played drums all his life but by age 10 he and two guitar buddies John Klein and Rich Bernardie in Kenosha, WS played their first gig in 1963 for Carol Richardson's basement party on *Beatles* and *Elvis* covers for \$12 each - "high cotton" compared to Kim's \$3/week paper route! In **Elementary** and **Junior HS** Kim was very active in "All City" and "All State" Choirs, plus playing in the **JHS Orchestra**, and **Concert Band**, the **Percussion Ensemble**, the **Jazz Band**, and the "Rambler" **Marching Band** as **JHS Percussion Section Leader**.

In 9th grade Kim winnowed his choices from Orchestra, Concert Band, and Choir, by opting for drumming in the **Marching Band** for football games and Parades as the **HS Percussion Section Leader**. In High School Kim formed his first band, the **Innovations** for 1966-1970 sock hops.

From 1970-1976 Kim's music morphed into a *Chicago* type **10-piece horn band**, plus Manager, a Van, and a Travelling Schedule with gigs around Wisconsin, Minnesota and Illinois while they nursed dreams of cutting a record in a recording studio. Although no record deal materialized, they wrote many original songs and sold three which netted a few year's royalties. Kim taught Percussion through HS and College while gigging with buddy "Steinie" in many local **college bands**, but graduation brought Grad School and 20-years with Intel - all sans drums.

After early retirement from Intel, Kim got a new drum set and went to **Skip's Music Jam Sessions** which lead in 2001 to forming **Band of Brothers**. In 2003 Kim auditioned for **Mere Mortals** and has played as their lead drummer ever since. With his return to the skins, Kim has played in seven bands, with over 50 gigs in 2016.

**The Speedsters** began with a passion for music and love of Porsches in 2010 at Kim and Rachel's garage for the annual 356CAR Christmas

Party, with DP Maracin and Steve Barker leading Christmas Carols on their guitars. Kim later found that Kent Brandon, another Por-shah-phile, played Bass in his Church Praise Band and would like to play with **The Speedsters**. Steve suggested Ann Baaten, another Porsche driver, but a dy-no-mite soprano-contralto with an "easy on the eyes" up-front presence, who could also add to DP and Steve with her guitar. Thus, **The Speedsters** were born of a passion for 50's-60's-70's easy rock and a common interest in Porsches with "Sticks" Nelson (57 Speedster) on traps and vocals, "Deep Throat" Maracin (64C Coupe) on guitar and vocals, "Fingers" Barker (Boxster) on lead guitar, "Home Bass" Brandon (65 SC Coupe) down low, and "Canary" Baaten (997S) on guitar and vocals.

**The Speedsters** have since played many weddings, private parties, car shows, and public events in Sacramento surrounds, Shingle Springs Community Center Hops, 356CAR & PCA-SVR events, California Auto Museum Christmas Parties, 356CAR North Meets South – 2016 in San Luis Obispo, Cielo Winery Concerts, College Reunions in Reno, and various Car Shows. **The Speedsters** repertoire currently boasts 45+ songs and growing.

**To book The Speedsters for your next event contact: Kim Nelson (916-337-7716)**

## 356 Ignition Tune Ups - Tips, Parts, Problems and Availabilities

by Steve Douglas

Lately several postings in various publications have highlighted issues with ignition parts for our original cast iron distributors, aka 018 and 022, such as parts no longer available, or if available only from "other brands", and of inferior quality. Here are some spring tune-up tips.

### Condensers

In case of a condenser failure, beware that many parts suppliers offer unmarked Chinese knock-offs, with a green insulated wire, that are often trouble. Original condensers, from Bosch last for a long time and don't need to be discarded. The originals were marked with Bosch 1.237.330.067 and most often had yellow insulation on the wire, while some were black. Bosch 616.602.907.02 replacements are available from Stoddard @\$9.52, or you can try the various unmarked Chinese ones at about \$7.00. The brackets do not come with the new ones so must be purchased #616.602.215.02 @\$14.75 from Sierra Madre or @\$19.50 from Stoddard. **Note:** VW Condensers may have a different mounting bracket, but will work.

### Points

Use the original Bosch 2-piece points #616.602.226.01, or for 36HP VW #111.998053. Some of the new Bosch sets have a reddish-brown rubbing block which seems to wear quickly, closing the points within a few hundred miles. The originals had a dark brown/black phenolic block. In the past, there were ones with white nylon rubbing blocks but they swelled with heat thus opening the points while running. Bremi is supplying many of the current sets, and the quality seems to be good. Prices for replacements vary widely for Bremi from Pelican Parts @\$6.75 to Bosch from Stoddard @\$10.00. As a reliable alternative, try Napa Echlin #ECH CS321 @\$12.69, and they have a small hole for venting/cooling.

### Cam Lube

When installing new points, don't forget to lube the distributor cam, and the new rubbing block. The small capsule of grease, originally supplied with each set of new points, is not any more so you will need a tube of Distributor Cam Grease which will last a life time, but is hard to find. Napa ML-1 may still be in your local store, and Mallory Point Lube can be found at some "speed shops", but Bosch / Delco / GM and Ford alternatives are no longer available. Recently Standard Motor Products SL-2 Lubri-cam @\$12.40 has been available from Amazon, or you can use white Lubri-Plate #630-A grease or #311-002-007WB also available on-line.

### Caps

The original dark brown Bosch Distributor Caps 616.602.215.00 are no longer available. But Bremi makes a dark brown cap that ranges from \$14.50 - \$25.13 available from many suppliers, and Beru offers a reddish brown one @\$11.00. Make sure the inserts are brass or copper not aluminum as found in many of the black caps.

### Rotors

Bosch Rotors 616.602.221.00 are about \$21.00, while cheaper VW ones for \$7.00 have aluminum contacts. (Better VW rotors: #111905225C.

### Insulation Kits

The cast iron distributor uses an electrically isolated screw to hold the points, to attach the wire to the condenser, and to secure the wire to the coil. The full Insulation Kit involves several parts, available from Stoddard #NLA-602-936-00. The original kit was #61660293600.

### Spark Plugs

Bosch, Porsche Classic, and NGK all offer Spark Plugs, with varying part numbers depending upon the heat range. Bosch WR6BC is the old standby @\$2.75-3.50, but Bosch also offers their Platinum WR7BP @ \$7.00-9.00. Recently Porsche Classic has offered #14-5AU, or 999.170.023.90 @\$7.00, while a very versatile plug is the NGK B5HS, (4210) @ \$3.25-\$5.00.

For general alternatives, you might visit an old time full service VW shop as some of the older 36hp VW parts may be superior to what is out there now.

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## 356CAR Club 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](http://www.356car.org/memberpage.html)

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## 356CAR Logo Apparel

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](http://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.)



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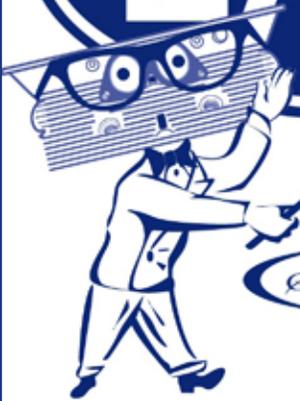
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