

356 CAR

California Alta Region

2017 Issue 2



Bob Murray's 56 Outlaw Coupe on display at Emory's Campout in Oregon

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356 Car Members Abroad

Summer Events Coverage

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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 - new location!

Point Pinos Grill at Pacific Grove Golf Course. 79 Asilomar Blvd, Pacific Grove, CA 93950, 831.648.5774. *Please contact Diane Morrill about a week in advance at 356goodiestore@sbcglobal.net or (831) 375-4442 if you plan to attend.*

Cover photo: John Hearn

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“Past” - President’s Message

by Barney Speckman

It's mid-Summer and one of the best times to be out there enjoying our cars along with our 356 friends so I hope you are taking full advantage of the season.

As I write this message, I am in a place where I can't drive my car and in fact a place where there are very few 356s or Porsche's of any kind for that matter. I am in my hotel room in Addis Ababa, Ethiopia. (I guess it's not Kansas, Toto – Ed)

First thing to note is that this message is the Past President's message since there has been an election of a new 356CAR board. I am pleased to be able to announce the results of the election; you voted the following six individuals to the board for a three-year term:

Kent Anderson
Elaine Cannon
Fred Huberty
Dana McDaniel
Kim Nelson
Barney Speckman

Since the election, these six board members have added the following three members to the board bringing the total members to nine:

Joy Fifer
Michael Gabbard
Mark Grimstedt

It is obvious from the caliber of all the people on this list that our club is in good hands. I encourage you to talk to the board members with any ideas that you have about improving the club and thank them for stepping up to keep our club providing great service to its members. The first face-to-face meeting of the new board will be held in early August and at that meeting the officers (President, Vice President, etc.) and other positions (Membership Chair, Events Chair, etc.) will be slated in from among these nine board members. Stay tuned for the announcement of who will be filling these Board positions. And I want to add that Lou Fifer has agreed to continue as our Newsletter Editor and in that position, will join the Board as a non-voting member.

As the Past President, I would like to thank the Board members that served on the Board over the last three-year term – it was a pleasure working with you and I think you served the club well. I would like particularly to call out and thank for their service those outgoing Board members who are not continuing with the new board including Michael Hodos, Jim Reeder, Ed Morris, Rich Peters, Ron Delmendo and Phil Rowe.

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.

Upcoming Events

Our club's big event for 2017 is the Gathering of the Faithfull to be held on October 15, at the beautiful and centrally located Blackhawk Country Club where we held the event in 2011. The Gathering is always the highlight of the odd numbered years as on the even numbered years we host the North Meets South event. We'll have a nice area to park our cars and socialize with friends before lunch which will be served in the Lakeside Club House which overlooks the beautiful lake and expansive fairway. You can register for the event online- watch for an upcoming email in your inbox! The price per person reflects a substantial club subsidy from the actual cost.

The 356 Registry West Coast Holliday is coming to Bend, Oregon in the Fall of 2018 under the capable leadership of Ron Delmendo who has already made many plans for the event. Say tune for more details.

And, 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.

Featured Articles

In this issue we have some fantastic stories of 356CAR member trips to Europe this Spring-Summer 2017 and another of Prof Kit Sodergren's Technical Notes where he again masterfully shreds the cobwebs of mystery from another maintenance issue of our trusted steeds.

Please contact our Newsletter Copy Editor, Lou Fifer with any 356CAR centric stories to see your names in print too.

Badges & Window Stickers

356CAR name badges and grille badges can be ordered directly from new Past Membership Chairman Phil Rowe until the new Chairman is announced. Also, a few 356CAR window stickers remain for free to members in good standing. Contact Michael Hodos while the supply lasts.

Lastly, let's always remember to be very careful out there as we enjoy are beautiful cares.

Barney



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 2017

Always check 356car.org calendar page for updated information

NOTE: Beginning on September 29th, the **356CAR 5th Saturday Breakfast** will no longer be at the Spanish Bay Inn Clubhouse, in Pebble Beach, but the 9 am breakfast meeting will move, to the Point Pinos Grill, 77 Asilomar Blvd, Pacific Grove, CA 93950. The new venue is like the old in that it is part of the Pacific Grove Golf Course, but it is near the picturesque lighthouse and ocean, with plenty of parking in the lot and across the street. Please see updated contact information on page 2 of this newsletter and on 356car.org. Mark your calendars and come!

- | | | | |
|---------------------|--|------------------------|---|
| August 12-13 | Pre-Historic Races
Mazda Raceway, Laguna Seca | August 18 | Werks Reunion , the all Porsche Show, new location Corral De Tierra Golf Course, 81 Corral de Tierra Rd. Salinas, CA 93908-9474, off of Highway #68 East of Laguna Seca about 5 miles. |
| August 15 | Concours on the Ave , Ocean Ave, Carmel, from 9am-3pm, FREE. | August 18-20 | Rolex Monterey Motorsports Reunion
Laguna Seca. For info: mazdaraceway.com or call 831-242-8200 |
| August 15 | Car Show Kickoff and Party , 3pm-7pm to see hundreds of classic sports cars, and vintage / exotic automobiles parked along Lighthouse Avenue in Pacific Grove. Sponsored by Classic Motorsports Magazine. FREE. | September 17 | Drive Your 356 Day |
| August 15-16 | Automobilia Monterey
Embassy Suites, Seaside. AutomobiliaMonterey.com | September 22-24 | 356CAR Mendocino Weekend
Beachcomber Resort. Bill & Gwen Jacobson hosts. |
| August 17 | Tour D'Elegance of many Pebble Beach Concours cars during lunch downtown Carmel from 11:30am - 1:30pm. Expect huge crowds and parking issues, or watch the cars drive by at 7am. | TBD | Tech Session , Bill Eason's shop, near EASY in Emeryville. |
| | | October 15 | 356 CAR Gathering of the Faithful
Blackhawk Country Club, Danville |



356CAR presents

A Gathering of the Faithful

Sunday, October 15th, 2017 9:30 to 2

This year's venue is conveniently located in Danville near the 680 Freeway and features

- a dedicated parking area.
- lunch in the Club's Lakeside Ballroom

parking opens at 9:30 with coffee, tea and orange juice
hors d'oeuvres and lunch from 11:30-2

Look for additional details and registration information in your email box and on 356car.org



356CAR Members in Europe - Part I

by Elaine & Bob Cannon

When Bob and I decided to go on a riverboat cruise this Spring we needed to plan something for another 10 days. Our friends, Heiner and Bettina Fees invited us to visit them for a few days. That led us to accompany them to the Hockenheim Ring for a vintage race. We made the mandatory visit to the Porsche Museum. And since we were flying out of Munich another museum that we had always wanted to visit, the Sinsheim Auto and Technik Museum, made it into our itinerary. Here's how the trip went.

Our first ever riverboat cruise started in Budapest and ended in Prague. We flew into Budapest a few days early and had a wonderful time wandering around the city using the Hop-On-Hop-Off bus. We traveled on Avalon Waterways for our cruise. It was a very nice boat with a lovely deck but it was too cold and too windy to enjoy it. Word of warning – April is still too early to get warm weather there. However, we visited Vienna, Regensburg, Passau, and other smaller towns. We drank local beer, local wine, ate wursts, and schnitzel, met great people from South Africa, Canada, and the US. We left the boat in Nuremberg (it was snowing!) and made our way to Prague by motor coach. Another two days on the Hop-On Hop-Off bus, a train-ride back to Nuremberg to pick up a car and we were off on the second half of the trip.



Our riverboat the "Avalon Infinity" making a stop at one of the picturesque towns along the Danube

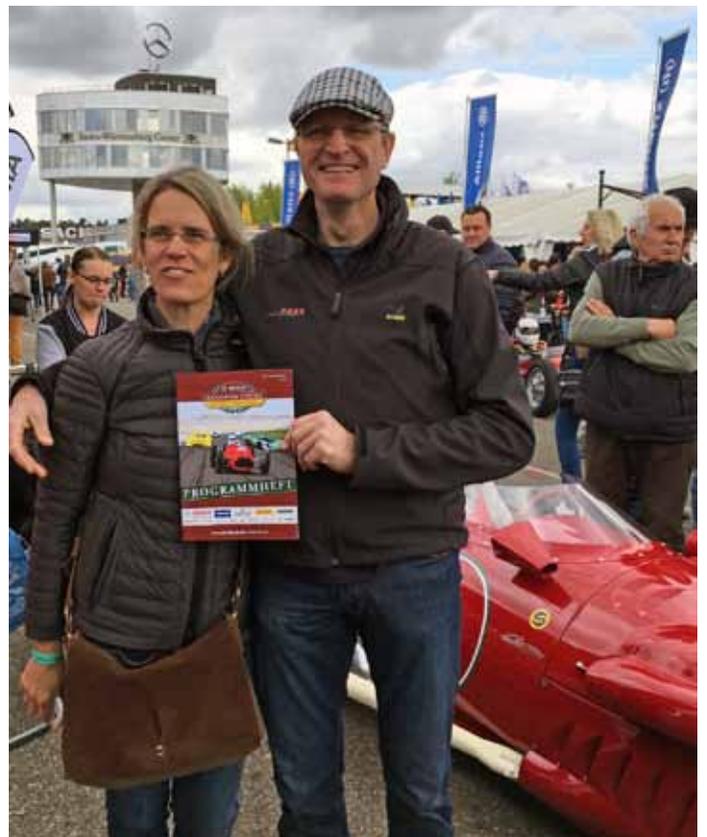


A beautiful riverside village along the Danube River in Austria



"Downtown" Dinkelsbühl, along the Romantic Road in Germany

The Fees family, who live near Stuttgart, had invited us to stay with them for a few days so our first car-related stop was the mandatory visit to the Porsche Museum in Zuffenhausen. There was a new (to us) sculpture as we drove in (see photo). The museum has enough cars that one never sees the same displays so it is always new and interesting. The next day Bettina and Heiner Fees had tickets to the Hockenheim Ring for a vintage car race event. It was great fun to see how the Germans organize and start their races with pretty girls holding up the starting grid numbers. Sadly, Heiner told us that all the big racetracks in Germany are having financial struggles.



Our hosts in Bietigheim- Bettina and Heiner Fees



Elaine, Felix Fees, Jochen Bader and Heiner Fees discussing the finer points of a Porsche transmission



Bob and Elaine at the German version of Laguna Seca- the Hockenheim Historics



A view of the Porsche Factory from the Museum



The Porsche Museum always is a "must" during a visit to Stuttgart

After saying “good-bye” to our friends, we left for Munich. Our route took us back to the Auto & Technik Museum in Sinsheim, a place Bob and I had always wanted to stop. It is amazing! The museum is one of the largest private technology museums in Europe and is built on the grounds of the former Pfalz Aircraft Company. As you drive in you see an Air France Concorde and a Russian Tupolev 144 (Russian copy of the British-French SST) on top of one of the buildings. There is military equipment from the German and Allied forces of World War II, motorcycles, bicycles, numerous automatic musical instruments (huge calliopes) and many CARS.



The cars are amazing. Each section has a group of mannequins dressed in the appropriate attire for the time.



You look up and there are airplanes hanging from the ceiling; on the floor is a collection of historic fire engines, locomotives, tractors and historical farm equipment. It is mind-boggling. The two supersonic aircrafts, the Tupolev and the Concorde on the roof, are in flight position and can be toured. It is a very small inside with two seats on each side of a narrow aisle. The Concorde was flown into the Karlsruhe/Baden-Baden airport in 2003 and transported via the Autobahn to the museum. Barry Meguiar did a great YouTube video on the Sinsheim Museum a few years ago. See it at: https://www.youtube.com/watch?v=9Nx_tAjOQ7U



The last “car-related” stop was a small shop in Munich, the “Classic Auto Radio Station”, run by Janko Micevic. As we toured his facility, we were shown some of his ~3500 restored vintage radios of all makes and models, as well as many of his new and reproduction parts. After a couple of hours, we picked up a red-tipped antenna and a couple of speaker grills for a current project and headed on our way. His shop/website is a great resource for radios, parts and accessories for our cars. See more at: <http://www.oldtimerradio.de/shop/>.



Then it was time to head for home. But wait – we did make it to the Hofbrauhaus for beer, sausage, and oom-pah-pa music. As we sang the songs, we drank out of massive beer mugs, and felt like real Bavarians along with tourists from all over the world. We came home with a “Biergarten” metal sign and a Bavarian flag so we can recreate our experience with Spaten and Hofbrauhaus beers from the grocery store.

Elvis and Marilyn Monroe stand next to the cars of the 50’s, there are gangsters around the cars of the 30’s, and a few hippies are watching over the flower-power busses of the 60’s. Most of the cars are on loan from members of the museum club. We found two Porsches (only one 356) next to about 12 Bugatti’s – nice company for them. According to their guidebook, there are 16 legendary Mercedes supercharged cars from the 20’s and 30’s. A few cars are listed as having belonged to Adolf Hitler and his generals who used them as parade cars. The armor plating and window glass thickness was fascinating. Each vehicle has a good description in English and German.

(Those massive pretzels? ... We'll wait for another till our next trip to Deutschland.)





Fun-loving Copenhageners hanging out in Nyhavn.

356CAR Members in Europe - Part II

Summer 2017 - A European Holiday

by Jenny and Tim Derich

We left May 2nd and took the Capitol Corridor train to Bart in Richmond (per Bob Cannon's helpful suggestion) to get to Oakland airport for our flight to Copenhagen for 5 days. What a great experience!

From Copenhagen, we took a train to Flensburg, Germany, where we rented a car for a week. Our first adventure was to head towards the Rhine Valley where we stayed in Lubeck, in Salzgitter, and Erfurt before continuing our trip down the Rhine River to Koblenz where the Rhine meets France's Mosel River. On our way down the Rhine we met a group of 14 exotic cars on tour of the Rhine!

We next took the river ferry to Bacharach where we spent the night and attended a wonderful Medieval Festival the next morning. Our Next stop was Baden-Baden for a night before we headed to Stuttgart and the Mercedes and Porsche Museums.

We dropped off our rental car in Munich, the next day, and then enjoyed three days of sightseeing. Our last stop was Prague, after a very nice bus trip through the countryside from Munich. and spent 5 days touring by metro, and boat-but MOSTLY hoofing it everywhere over bridges and cobbled streets. Prague is a beautiful place with lots to see and great food! Every evening, the late model Porsches, BMW's and other sports cars would zip around the corners in the restaurant district – for fun eye candy!



A view of the German countryside with fields of Rapeseed in full bloom



The lovely village of Lubeck



St. Charles Bridge in Prague

356CAR Members in Europe - Part III

The Trip of a Lifetime!

by Bruce and Kathy Ungari



Rest stop on the San Bernardino Pass in Switzerland

As our airplane landed in Munich, Germany, I was filled with excitement at the thought of what the next two weeks of June 2017 held in store. My Bavarian friend, Leopold Gierl, had invited me and my wife Kathy to accompany him to the 42nd International Porsche 356 Meeting in Las Rozas, Spain. Leopold loaned us one of his 356's, a beautiful Fjord Green A Coupe named "Ferry" to drive to Spain; while he drove his Meissen Blue Convertible D "Louisa".

Leopold picked us up at the airport and took us immediately to a great Bavarian restaurant for a good German lunch of fresh fish, white asparagus and of course, beer. Then we toured the Glas automobile museum in Dingolfing, featuring this small manufacturer that was acquired by BMW in 1966. Glas produced many varied sizes of personal transports from the Goggo scooter, and the Goggomobil, to the Glas 2600 V8 and several others in between, but they started by producing farm equipment.

We left Germany on Saturday June 20, accompanied by three other 356s:

- Volker and Rosemary Schneemann in their ruby red '65 C Coupe,
- Gunter and Elisabeth Krenn in their twin-plugged, red '58 speedster,
- Alois Fuerst and his god-daughter Franzisca in a blue '62 B Coupe (also with a 2-liter twin-plugged engine).

We had travelled to the German national 356 event a couple of years ago with this group so it was good to see old friends again, while making some new ones. Leopold was delayed in departing by three days.

We could not have asked for better traveling companions. They planned a scenic and historic route for us, made sure we didn't get lost, and translated non-stop conversations, menus, and strange European customs for us. Franzisca had grown up in the United States, so she spoke fluent American English as well as German.

Our first day of driving was largely on the autobahn. Gunter set the pace early and we drove much of the day in the red line trying to keep up with the Bavarians. One of their favorite sayings was "Auf die Gaule!" which means "On your horses"! We stopped for lunch at a restaurant overlooking the scenic Bodensee, the largest lake in Germany. We made it as far as Chur, Switzerland that evening. Dinner was in a centuries old Swiss

restaurant, near the heart of the historic old town.

The next morning, we headed through eastern Switzerland and over the breath-taking San Bernardino Pass.

At the top of the pass (2066 meters or 6778 feet), the historic Hospiz St. Bernhardin had welcomed travelers for at least 100 years, and it was there in the 1660s-1670s that the St. Bernard dog was bred to assist

in rescues of hikers and mountain travelers. We stopped for coffee and pastries (something Bavarians enjoy a lot) and took photos of the cars sitting beside snow drifts.



We then descended into Italy and had lunch at another beautiful lakeside café on Lago Maggiore. That evening we stopped in Venaria Reale, just outside of Turin. The hotel had reserved parking for each of us by name right out front. The town was celebrating their annual Rose Festival so we got to enjoy lots of music and festivities as we ate dinner on an outside patio. Early the next morning we drove (snuck) onto the deserted plaza and took photos of the cars in front of the 17th century Royal Palace.

The next day we had an unplanned stop in Andora, when the B Coupe blew the sparkplug out of the number one cylinder. After several hours trying to fix it and getting the socket firmly wedged against the engine tin, we decided to start the engine anyway, and much to our amazement it ran fine (due to having eight plugs) so we finished the day's drive with the socket still on the plug. That afternoon we took a brief detour through Monaco, driving the streets where the Grand Prix was going to be held in a few days. Excitement was in the air as the race prep was well underway

with grandstands, banners, and safety features installed along the route. Unfortunately, we could only drive about 10 kph due to all the traffic.

That night we stopped at Valbonne, France at a new hotel serving this high-tech area. They were happy to have us park right in front, so I pulled up on the landscape island in front of the hotel where Ferry greeted guests for the next two nights. By coincidence, Porsche Experience had rented space at the hotel for the summer. They were setting up to provide high-end rental experiences for the high-rollers of the Cote d'Azur. They had two brand new GT3 RS's and several other new Porsches, but they loved our 356s.

The next day we explored Cannes (where the film festival was in full swing) and Nice in the south of France. We were stuck in heavy traffic amongst the exotic cars of the rich and famous, surrounded by the sights and scenes of the international cinema. That evening, Leopold caught up with us, just in time to explore St Tropez the following day. We had lunch in the historic old town and enjoyed the incredible yachts and wooden boats floating in the harbor.

Our destination that night was the historic Roman town of Aigues-Mortes in Provence, France. Our hotel was inside the walled city, where the streets seemed just wide enough for a 356. We explored the cobblestone alleys on the way to our dinner restaurant where the local wine and food were in abundance.

We reached Las Rozas, about two hours northwest of Barcelona, along the Costa Brava, on Thursday May 25. There wasn't much parking available at the hotel where the event was held, so the organizers provided secure parking at the Citadel down the street. The cars were placed on the green lawns of the fort, surrounded by the ancient Greek and Roman walls. How fitting for our eager steeds after our long and fast drives!

The event began with a welcome dinner and a feast of local Spanish dishes. We found the other Americans who were attending, including Diane Morrill and John Hearn with the 356 Registry Goodie Store; Jim Liberty and his wife Tiffany from SoCal; and Ross Groelz (a member of 356CAR from South Lake Tahoe) with his son Andrew. These last two had shipped Ross' his recently finished 356 Cabriolet from Lake Tahoe to Rotterdam, where they picked it up and took their own European tour for 5 weeks to the event.

The Spanish 356 Club did a fantastic job of organizing the meeting. There were 130 cars and about 250 participants. We were divided into four groups, and spent the next two days exploring the region. Each day included driving incredibly scenic winding 356 roads combined with cultural experiences and great food. The roads allowed for spirited driving, if so desired, but beautiful vistas for all to enjoy. The navigator was kept busy following the detailed Roadbook instructions. We had guided tours of the Salvador Dali Museum in Girona, and the Castell de Púbol in the municipality of La Pera, in the comarca (county) of Baix Empordà, in the province of Girona, Catalonia, Spain; and of the Monastery St. Pere de Rodes (a



Bruce Ungari admiring his "private" parking place in Valbonne, France



Our destination in Las Rozas, Spain



Twice the plugs, twice the trouble?



A "field of dreams" in Las Rozas, site of the 42nd Porsche 356 International Meeting



Stuck in traffic



Salvador Dali Museum in Girona, Spain



Kathy Hardy-Ungari, Leopold Gierl and friends enjoying a pre-dinner sip...



A beautiful setting for the gala International Meeting dinner



Parked for the night in France on the way back to Germany

former Benedictine monastery in the comarca of Alt Emporda, in the North East of Catalonia, Spain). In between there were opportunities to participate in a gymkhana, a photo rally (you had to find and identify 40 obscure pictures taken along the routes), and stops in picturesque seaside villages such as El Port de la Selva. The two lunches were incredible: one a selection of tapas (appetizers) and the other a four-course gourmet meal. Beer, wine and champagne were plentiful. The finale was the Gala Dinner on Saturday evening at the Castell de Perelada (yes, another castle!) with more amazing food, wine and not too many speeches. Leopold and Gunter were awarded for their Gymkhana skills.

We have noticed that European 356 events are somewhat different than those in the USA. There is little-to-no emphasis on originality or on cleanliness of the cars. No judging occurs and there is no scheduled time to look at the cars. It was refreshing to not have to get out the q-tips and handi-wipes to be part of a cleaning contest. They just like to drive their cars. The only car that was recognized at the award ceremony was the oldest 356 at the event, a beautiful 1951 pre-A Coupe named Opel.

Unfortunately, our small group had need of the Porsche mechanics who were at the event. They solved the sparkplug problem on the B Coupe by reinstalling the thread cert. The speedster lost its charging system, which could not be repaired since it needed a rebuilt generator. For the rest of the trip (four days drive home), we took turns push-starting the car; and the battery had to be charged nightly. Meantime, Volker seemed to always have a large screwdriver out to adjust his Zenith carburetors.

Sunday May 28, we bid farewell to Spain and headed back towards Germany, but unfortunately, we spent the first 3 hours stuck in traffic. We finally made it into France, and stopped for the night in Nimes, another old Roman city. It's amazing to walk through cobblestone streets past city walls, churches and a huge coliseum that were built thousands of years ago by the Romans and are incorporated into the modern city.

The next day, we continued north through France into Burgundy. We stopped for the night in Brancion, Burgundy, a secluded Medieval village and stayed at a very nice inn surrounded by vineyards. We met another friend of Leopold's who took us to taste wine in the cellar of his winery, to visit his newly acquired chateau, and on a tour of the Brancion castle. Dinner was at the Auberge du Vieue Brancion where the multi-tasking owner whipped up a delicious coq au vin for us, after serving us wine on the patio.

Tuesday found us on the road again continuing through northeast France into Switzerland. We were on a busy freeway when I noticed Leopold was driving slowly behind us and flashing his lights. His car died, and we stopped to help. I diagnosed the problem as a non-functioning fuel pump. His car was towed to the nearest city, and into a Peugeot dealer, while the rest of us continued (at his request) to the hotel in Islikon, Switzerland. When the mechanics returned from their two-hour lunch break, they opened the front hood to check the engine. At that point, Leopold got busy and found a nearby Porsche repair shop. Luckily there was one 356C in the shop under restoration, and Leopold negotiated the loan of the fuel pump from that car. Using a computer translation program, Leopold communicated between his German mechanic (on the phone) and the French mechanics to install the C pump parts into his A car pump. He caught up with us for a late dinner that night, and made it safely home with the borrowed fuel pump.

Wednesday was our last day on the road. It was time to say Auf Wiedersehen to our good friends and travelling companions, and to give the Speedster one last push! We arrived back at Leopold's home in Arnstorf, Bavaria that afternoon, having driven over 3600 kilometers (2254 miles) through seven countries in the 356's. Luckily, our car was the one that had no problems. Looking back, it was an amazing trip of a lifetime, to think of all sites we saw and the fun we had driving through Europe in 60+ year old Porsche 356's with fun loving Bavarians - It just doesn't get any better than that!

I Bet You Didn't Know ...

by Joy Fifer

There is a somewhat quiet, gentle and respectful member among our 356CAR members who recently achieved a "personal best" accomplishment that very few, if any of us, could even wrap our minds around, let alone do anything similar at the age it was accomplished or what huge dedication and perseverance through pain that it took to achieve this goal. Do you know who this person is? If no, let me provide more clues.....

If I was to say that this 63-year old owner of a 63 Coupe ran his 25th marathon (26 mile run), you would be impressed, right? But, what if I was to say that he (a clue) completed his 50th marathon ... but of course you would be very impressed, right? But oh no, this story is just beginning, this individual didn't settle for just completing a mere (gasp) 25 or 50 or more marathons. No way, this quiet and should I have to say modest individual that sits amongst us at the monthly Sacramento 356 Club meetings has achieved a running aspiration that very few individuals, even among the elite running groups in Sacramento probably felt possible to achieve. This individual completed on Saturday May 13th, his 100th, yes that is "1-0-0" and no I am not going to say he completed his 100th marathon, which by any standard would be an amazing accomplishment, but rather our very own Bill Hambrick completed his 100th "Ultra-marathon" again at the remarkable "youthful age" of 63. For those who did not know (and I was one of them) ... an ultra-marathon is a 50K (kilometer) run. Wow that sounds impressive, right? But again for "us" non-runner's, let me break this down for you: 1 kilometer is equivalent to 1.609344 mile, so a 50K run is equal to 31.0686 miles. This means, that Bill Hambrick had to run 3,106.86 miles in competition, let alone practice and conditioning, to achieve his "personal best" of 100 ultra-marathons!!! The history of his accomplishment started when he was 36 years old and took him 27 years to complete. That sounds like a lot of miles, right? Sure, it does, and while this is beyond amazing, wait to hear the rest of the story.

The story of Bill's running accomplishments started in 1986 to enhance his training for a bicycle ride down the California coast. Running soon became Bill's passion and he ran his first marathon in 1987. Since then Bill has run 55+ marathons all over the world, including 24 times in Sacramento's California International Marathon (CIM). Bill has completed the Western states 100 Mile Endurance Run (4 times - finishing each in the top 10) and the Vermont 100 Mile Endurance Run 1 time. Bill has also completed a few 100K (62 miles) races. In addition to all of this, just think of all the running miles those feet and legs have endured as part of his daily runs in preparation for his races.

So, if you are like me and sometimes can't help but fret and focus on knees that cry out in discomfort or pain associated with a long walk or simply the ups and downs of bending to work in the yard or on your car, reflect for a moment on all the extreme aches, pains and leg cramps Bill has endured during the past 27 years to reach his goal of completing (at least so far!) his 100th Ultra-Marathon, let alone all the other races he has entered. And while we are not all "cracked out" to be marathon runners,

we sure can give tribute to and revere our own unassuming Bill whose mantra is to approach each finish line with a look of ease and determination and letting the "big grin" on his face, overshadow the cramps in his legs ... that's our Bill and we are most proud to have him as part of our Porsche family!



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Emory Campout 2017

by Bob Murray

The announcement of the Emory campout 5 yr reunion (for me) was an exciting thought. Having attended a few of these events in the past, I was ready to drive my 56 "Outlaw" to this Hotrod haven. Of course, I did ask my bride if she would like to drive to McMinnville Oregon to campout with 700+ Porsche-philes. After a very short pause I received an abrupt (but polite) "you are kidding". Looking at my usual options I asked my good buddy, Jim Hardie, to join in another exciting adventure. Having decided to travel up the Coast we departed about 6-ish Thursday am for Highway 20 thru Clearlake then on to Ft Bragg to visit fellow 356CAR members Duncan & Dee Thompson. The weather was perfect and the car was humming. We spent the night at the harbor in Brookings then on to McMinnville, arriving at "Outlaw Alley" Friday afternoon just in time for some cold beers and live music.

We were greeted by a vast array of 356's, 911's, VW's and custom "outlaw" Bicycles, ... etc. "Parts Obsolete" gives you a taste of the irreverent fun of the event. But the serious work and careful craftsmanship were exemplified in Rod Emory's beautiful outlaw he drove up from SoCal with the custom trailer that he and his crew made for the car.

There were tents, campers and even tepees set up everywhere on Gary's 50+ acres.

Saturday all the Porsches gathered on the lawn for a People's Choice car show. There were cars from all over the West plus one driven from Florida. That evening started with a BBQ, added live music and finished with the Car show Awards.



Photos by John Hearn

Yours truly was excited to win 2nd Place in the OUTLAW class!!!!

Early Sunday morning was the de riger SWAP MEET, with parts from all over the country. But not finding anything that we "had to have" we decided to hit the long trek home, straight down Interstate 5, and arrived back home around 11:00 pm.

It was wonderful to share this event with Jim and over 700 of our newest and closest Porsche friends. The weather was beautiful, the roads great, and it didn't hurt winning an award.





Christy Barden's Barn Dance & BBQ

by Lou Fifer

Ten 356CAR members from Sacramento (Lou & Joy Fifer, Charlie & Arlene Meade, Tom & Kathy Sansone, Donal & Janeil Smith, and Mike & Brenda Terzich) met in our 356s at Niello Porsche, Rocklin on a Sunday in early June for a pleasant drive to Nevada City to attend Christy Barden's Annual Barn Dance and BBQ. We were joined in Auburn by Tom Callos & BJ Quinn in her air-conditioned Boxster, as we proceeded on to Nevada City. We got to the neighborhood a bit early so an Iced Coffee seemed to fit the bill as we sat on the shady patio and watched the touristas parade Main Street. Despite the warm weather and fun 356 driving through the NorCal countryside, the highlight of our day was listening, tapping and dancing to the dulcet tones of our own, and ever so proudly admired, **Speedsters**. And the BBQ, hot dogs, hamburgers, and ice cream all hosted by Christy, was augmented by each couple bringing a dish to share and their own BYOB.

Besides our 356s there were a few new Porsches, and a gaggle of Studebakers, Hot Rods, Model As & Ts, and some Heavy Iron of excessive horse power, all with rolled t-shirts and ball caps to match. Christy has an interesting collection of speed equipped cars and parts and trophies from his racing days and his many car club friends not only bring their rides but many stories about him and their exploits. It was a great day.



Iced Coffees before Christy's Barn Dance & BBQ



The 356 lineup



A few of the "other" cars on display



Knight's Foundry Drive

by Lou Fifer

About 25 356CAR members in 14 cars joined forces at Poor Red's in El Dorado and then caravanned down Highway 49 to Sutter Creek to tour the recently re-opened Knight's Foundry Museum. We benefitted from a video presentation and docent discussion about the history of the 144+ year old foundry and how it had played such a critical role in supplying the "hard rock" mines and timber industry with foundry and machined parts during the 1870s through 1996. We were treated to a docent lead tour of the facility, which is still in working order as the only water powered foundry and machine shop remaining in the country. Roughly the story goes that Samuel N. Knight was attracted to California by stories of the Gold Rush and immigrated to Sutter Creek from Maine in 1863 where he found his fortune in supplying hard to get foundry and machined parts to the miners. Quite an engineer and equally crafty with his hands Knight improved on the use of the Pelton Water Wheel design by adding his own improved electrical governor to the wheel to direct the flow of water and thus greatly improve its efficiency. He went on to develop mining and dredging equipment and fathered eight (8) patents from his shop in Sutter Creek. When Knight died in 1913 he left the business, foundry and machine shop to his employees who continued to run it while "growing their own" employees from the local farm hands and they kept all running productively until 1970 when the last of the "employee Managers" died. Then a former customer and aerospace engineer, Carl Borgh, from



Interior view of the recently re-opened Knight's Foundry in Sutter Creek

Southern California bought the works and kept it in business until his 1996 retirement. It then for two years was a museum until Borgh's death in 1998 at which time all the holdings were shuttered and preserved in situ as they had been since the 1870's and sold to a holding company to await the funding of a non-profit to return the shops to the working history museum we have right in our backyards today.

After the tours, our group dispersed to Sutter Creek for shopping, lunches and sampling of local brews and wines. All departed independently for various pleasant returns from the Sierra Foothills with visions of the business, industry, and logistics of the Gold Rush fresh in our minds.



One of the "unrestored" old smelters

Electric Fuel Pump? It's Complicated

by Kit Sodergren

You probably saw a recent post from Jim Hardie about a switch from Al Zim. He thought it would be good for actuating an electric fuel pump. The main reason electric pumps are used on our cars is to make them easier to start after they've been sitting. Sounds good, right?

It's complicated.

Let's look at what causes the hard-starting problem. Back in the BS era (before smog), carburetors were vented to the atmosphere. The purpose was to let air into the fuel bowl, so fuel could flow out to the engine. Think of getting soup out of a can by putting an opening in the top. It works much better if you let air in by putting an opening in the bottom.

When the car was parked, the fuel could evaporate slowly out of the carb. This didn't matter much when cars were operated daily. The loss in fuel from the vent was too small to affect starting. After the engine started, the engine driven pump could easily replace the vented fuel.

If the car sits for a long period of time, all the fuel in the carburetor bowls evaporates. Engine won't start. One solution to this is to add an electric pump to refill the bowls and voila! Car fires right up.

But some other things are happening while that fuel is evaporating. They have to do with the lubrication system. Most of the moving parts in the engine, by design, almost rub against one another. They are protected from the rapid wear that would result from actual metal to metal contact by a thin coat of oil. The most important of these parts is the crankshaft. The connecting rods rotate around the crankshaft and the crankshaft rotates in the case. The mechanism by which the oil prevents metal to metal contact is fascinating.

We've all had the experience of driving at highway speed and hitting a thin sheet of water. Then comes that moment when you realize you've lost control of the car. Hopefully you're going in a straight line and the sheet of water on the roadway doesn't go very far. The reason for the loss of control is that the water can't get out of the way of the tires fast enough to keep the tires in contact with the pavement. During that unpleasant moment, your tires are operating in what is called a "hydrodynamic" condition. That same mechanism describes the type of lubrication that allows the oil in your engine to prevent metal to metal contact between the crank and its associated parts. The connecting rods, for instance, are trying to push through the oil film and rub on the crankshaft. But unlike your car, which eventually comes to the end of the film of water, the rod bearing is riding on a never-ending film of oil. This is because the rod bearing is travelling in a circle. Of course, the oil film is supplied by the oil pump, but it isn't the oil pressure that protects the bearings. In the same way, it doesn't take any pressure on the water film to keep your speeding car floating on that water, the oil pump's job is simply to sustain the oil film that your connecting rods "float" on.

Where was I? Oh yes - electric fuel pumps. When the car is resting, the oil film surrounding the crank begins to seep out. If we're only talking about a day or two, very little oil is lost. It's another story, however, if the rest period turns into months or longer. In these cases, the film between the parts is pretty much gone. If the engine is started in this condition, it is not unusual to hear a few seconds of heavy knocking, especially if the engine has a lot of wear on it. This is the sound of the rods hitting the crank throw without the film in place. The knocking goes away as soon as oil pressure fills the space between the crank and the rod bearing.

So how do you avoid this racket? The trick is to put the oil film in place before firing the engine. This can be done by operating the starter for a time. (The workshop manual recommends 15 seconds on and 2 minutes off for the starter.) I have installed a remote starter switch and pressure gauges to indicate both oil pressure and when the carburetor bowls are full. It turns out that both pressures come up at the same time! German engineers! I use one 15 second starter run, a two-minute rest while I wipe off the windshield, and then the pressures come up in about 10 seconds more.

How do you do this without installing a bunch of gauges on your concours car? Easy. Crank for 15 seconds and DON'T STEP ON THE THROTTLE! Come back in a few minutes and give it another shot. Your oil pressure light should go out in about 10 more seconds. Climb aboard, give the accelerator 2 pumps and get ready for an immediate start and no knocking. Even if your engine has lots of miles on it.

"But what about the wear and tear on the starter," you might ask. For an answer to this, I consulted notorious starter abuser, Ted Blake. Ted uses a 6-volt starter on his test stand to both spin a fresh engine to get oil pressure and to start an assembled engine that refuses to start. And Ted does not adhere to the 15 seconds on, 2 minutes off rule. He lays on the starter until the engine does what it's supposed to do. Sometimes, he told me, if it's taking too long he'll put 12 volts to the 6-volt starter. Now that's abuse! When I asked him how often he has replaced the starter on his test stand, he just looked at me. "I never have," he said. "I've never worn out a starter." I guess we can forget about wearing out the starter with a few extended runs now and then.

So, is it better to save the starter with an electric fuel pump or save the crank with an occasional extended starter run? Did I say it's complicated?

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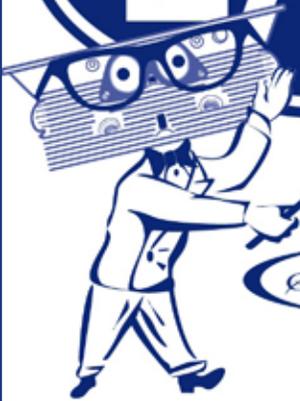
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