

356CAR

California Alta Region

2017 Issue 3



Clint DeWitt in #54 at Laguna Seca

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356CAR MONTHLY MEETINGS

**1st Saturday
8:30 AM**

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.

**2nd Saturday
9:00 AM**

Sacramento Breakfast

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

**3rd Saturday
9:00 AM**

Hollister Breakfast

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

**1st Tuesday
6:00 PM**

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.

**5th Saturday
9:00 AM**

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: Pat DeWitt

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President's Message

by Kim Nelson

This is our 3rd Newsletter of the year and my first as President of your Club. I was excited to run for the Board and even more excited to be voted in but I wasn't necessarily expecting to become President. I am, however, flattered that the Board has the confidence in me to guide us through the next three years and I'm looking forward to working for the club and meeting as many people as possible in the process. My philosophy is "If it's not broken...don't fix it!" Over the coming months I'll be talking with a lot of people and becoming much more knowledgeable about our club's policies, procedures and programs and seeing if there are ways of improving or streamlining the way we do things. If you have any suggestions or would just like to talk about the club please feel free to call me. I'm looking forward to the journey.

I would like to take a moment on behalf of the current Board and the entire club to thank our past Board members. Being a club made up of volunteers we owe a great deal to these people who put a lot of time and effort during their periods of service into making sure our organization was running smoothly and had plenty of activities for all of us to enjoy. When you see them at the Gathering of The Faithful on Sunday, October 15th or at other club events please make sure to thank them for their service to the club. In no particular order we have:

Ed Morris – Two Terms from 2011 to 2017

Phil Rowe – Two Terms from 2011 to 2017 plus chairing two NMS

Rich Peters - One Term 2014 to 2017

Ron Delmendo - One Term – 2014 to 2017

Jim Reeder, Jr. - Four Terms 2004 to 2017 including two terms as President

Michael Hodos - Four Terms 2004 to 2017 including 12 years as Newsletter Editor.

I would also like to introduce your new Board for the next three year term. I think we have a great mix of experienced Board members returning and new members who are serving their first term on the Board. With this mix of experience we should be able to stay well founded in the traditions of our club while bringing some new and interesting programs on board.

Elected Board Directors:

Kim Nelson – President

Dana McDaniel – Vice President and North Bay Events Coordinator

Kent Anderson – Secretary and Insurance

Elaine Cannon – Treasurer and Taxes

Fred Huberty – Membership

Barney Speckman – Events chair

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Mark Grimstedt – Advertising and Club Sponsors,

Mike Gabbard – Special Projects

Lou Fifer – Newsletter Copy Editor (Non-voting Board member)

Bob Cannon – Web Services and Newsletter Layout Editor (Non-voting Board member)

One of the topics discussed at our August 13th face-to-face Board meeting was 356CAR membership and our renewal process. Our Club's membership renewal is June of every year. You can renew for One to Three years and because our membership rate is so reasonable we hope people will opt for a Three-year renewal. As you can imagine, this greatly helps with our record keeping and membership administration. When renewals are coming due members will receive a reminder email to renew. As of September, our records showed that 63 had not renewed their membership and this was despite being sent two email reminders. As I write this Fred Huberty is taking a close look at our Membership data base to insure it is accurate and over the coming months we will be looking at our renewal

process to see where it can be improved. In the mean time we would like to ask that if you recall seeing an email from 356CAR regarding your membership please take a moment and renew.

Upcoming Events

I know it's only September but I've already seen Christmas Tree displays at Home Depot and Costco! Whatever happened to enjoying Halloween, celebrating Thanksgiving and then thinking about Christmas! I know ... times have changed.

For those of you who would like to start the Christmas Holiday season out with a group of your 356 and other Porsche friends please plan on joining us at the California Auto Museum for a wonderful afternoon of setting up our club's Christmas Tree and a huge potluck. You can read more about this event in this issue. Also at the California Auto Museum starting Sunday, December 3rd will be a special, one month display of 7 Porsches. The display will feature several 356's as well as several of the newer limited production models. One or two of the cars will be featured in the entrance of the Museum and the others will be displayed in the museum's "Car Club Cavalcade" section.

One final note – I hope all of you have reserved April 26 – 29, 2018 for North Meets South in San Luis Obispo. Joy and Lou Fifer are once again heading up this event and they have put together a fabulous team of helpers to make sure we have another great event.

I hope all of you have a wonderful Fall season and enjoy your 356 on some of the best back roads our country has to offer!

Kim



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 29, 2017 the **356CAR 5th Saturday Breakfast** will no longer be at the Spanish Bay Inn Clubhouse, but the 9 am breakfast meeting will move to the Point Pinos Grill, 77 Asilomar Blvd, Pacific Grove, CA 93950. The new venue 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!

October 15 **356 CAR Gathering of the Faithful**
Blackhawk Country Club, Danville

November 26 **California Auto Museum Tree Decorating Party**
2 - 6 PM Tree Decorating, Potluck and Raffle Prizes.
Please bring a dish to share by last names:
A-N Main (casseroles, spaghetti, KFC, etc.)
O-Z Side dish or Salad (rolls, vegetables, green or fruit salad, etc.)

Please RSVP to Kim Nelson at knelson356@gmail.com
by Wednesday, November 22nd.

December 9 **356 CAR Sacramento Area Holiday Party**
1:30 - 5:30 PM Potluck at Kim & Rachel Nelson's
Please bring a dish to share by last names:
A-G Salad
H-M Dessert
N-V Main
W-Z Appetizer
Bring an unwrapped toy for donation, plus some
canned goods to share with the El Dorado Food Bank.
Please RSVP to Kim Nelson at knelson356@gmail.com
by Wednesday, December 6th

CAM Christmas Tree Decorating and Potluck Party

California Auto Museum - Sunday, November 26th 2:00 pm
by Kim & Rachel Nelson

If you haven't been to the California Auto Museum's annual Christmas Tree Decorating Party and Potluck you don't know what you're missing! This 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.

356CAR has a new Christmas Tree this year to decorate and we are asking everyone to be creative and make an ornament for the tree that shows your car and/or yourselves. During the Holiday Season 1000's of people pass through the Museum and this is a fantastic way to show them what a great 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 by last names: A-N Main (casseroles, spaghetti, KFC, etc.); O-Z Side dish or Salad (rolls, vegetables, green or fruit salad, etc.) The Museum will once again provide desserts, coffee and water, utensils, paper products, and a NO Host bar. The Museum also has a refrigerator and microwave available.

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

If you plan on joining the fun this year, please RSVP to Kim Nelson at knelson356@gmail.com by Wednesday, November 22nd. We hope to see you there.



Sacramento Valley PCA and 356CAR members taking a "break" to pose for a photo at last year's California Auto Museum tree decorating party

356CAR-Sacramento News

by Lou Fifer

By all accounts we continue to have two dozen plus 356s and twice as many 356CAR members, plus assorted guests and “lookee =loos” investigating our comings and goings at our monthly 356CAR-Sacto breakfast meetings at Marie Calendar’s on Sunrise Blvd.

One of our far-flung visitors in August included Leopold Gierl from Germany who was visiting for the Monterey Week festivities in the home and garage of Bruce & Kathy Ungari. He and his wife Maria had hosted the Ungari’s to a whirlwind tour of Europe from their home in Germany to the 42nd International Porsche 356 Meeting in Las Rosas, Espana. (See last 356CAR newsletter for details and photos of that “Vacation of a Life Time”.)

We also feted Ray & Mary Jane Johansen for their outstanding showing of their original and unrestored 65 SC Cab and Winning 1st Place in the Concours D’Elegance at the Porsche Parade in Spokane, WA. And yet further to be admired was the fact that Ray took a close 2nd in the Autocross with his prized beauty, only bested by a race prepared 69 912 – and need I mention that Ray has seen the back side of 90 years of age? Ray & Mary Jane regaled us with the story of their beautifully preserved (not restored) 65 SC Cab as they explained that it was the second exact car they bought on their honeymoon in Stuttgart. Evidently Mary Jane totaled #1 that they had bought at the factory and landed them both in hospital for a while but when they had recovered they went back to a dealer with their \$2,900 settlement check and replaced it with #2 which they still love to drive. It must have been “love at first sight ... first wreck, ... prolonged recovery, and re-purchase”.



Jim Hardie, co-pilot, and Bob Murray at the wheel regaled us of their fun and successes at the Emory Campout in McMinnville, OR. Not only did the best buddies share the drive up, and lodging there, but they competed in the “Outlaw” class judging with Bob’s 56 SR Coupe Outlaw pulling down a very respectable 2nd Place from among the 750 folks attending and over 300 cars. The winner was trailered from Arizona, whereas Bob and Jim drove his mean looking and deep throated ride up from Sacramento. It is key to note that Emory coined the term “Outlaw” for the creative work he, and now his son and staff, perform on many marques and variants of rolling thunder, so to be honored among so many so well-schooled and tooled in the finer arts and sciences of rod-manipulation to the discerning eye ... is quite a feat for Bob Murray. It is interesting to note that awaiting completion in the wings of many shops and haunts in the greater Sacramento surrounds is another 56 SR Coupe Outlaw under the care and creative hands of Jim Hardie. It is nearing completion of paint so we should soon see what Jim has fantasied about and schemed toward notability for 20+ years. It is certain that his pain, art, skill, engineering and science will result in a jaw dropping and show winning creation ... and rumor has it that it will go fast too!

And several times throughout the past months our own Speedsters played at Que Viva in Cameron Park and at Cielo Winery in Shingle Springs to the “usual suspects” of 50s-60s-70s Doo-Wop, Soul, Blues, Jazz, and Country Music devotees.

Ross Groelz described his recent couple of trips to Europe, the first being a 5-week tour with his 40-year old son in Ross’ just recently completed



63 356B Cab that he had only bought last year. As soon as the restoration was done he shipped to Rotterdam for the tour with intentions of finishing up at the 42nd International Porsche 356 Meeting in Las Rosas, Espana. I say “intended” as his road to the big deal was a bit rockier than he had hoped beginning with throttle linkage break, then brake failure, and finally a fuel pump gone kaput and detour to Stuttgart before Las Rosas,

Espana. Ross explained how his son suggested that a series of shoe laces tied end to end and hung out the driver’s door tied to the throttle linkage above the carbs would suffice for a “hand throttle” to sorta solve the first dilemma. Ross then called Heiner Fees, hoping for help with the fuel pump problem, but Heiner was on a business trip in Japan. Of course, Heiner did not let a few thousand miles, his business plans, or several time zones, or the fact that he had never met Ross get in his way to “helping a friend of Bob Murray’s”. They agreed to work out the difficulties at a local Peugeot dealership that Ross had limped into with his lame steed and the two of Ross

with his iPhone for translations from English to French and with Heiner on the phone from Japan providing advice they were able to guide the French Mechanics through the process of fitting a later 356C Fuel Pump, purloined off a restoration in process in the back room, to Ross’ 356B and shortly Ross was off again for the “high road to Seville” or thereabouts. There was also the sad story about the brake problems which necessitated another call to Heiner for advice who this time sent young son Felix, himself a budding Porsche Mechanic and Macho-Electronics Engineer, to the rescue from home in Stuttgart to Ross’ hotel for a quick brake fix before Heiner could return from Japan to do a complete Brake Job. In the end, Ross and son spent a week or so with Heiner and Bettina.

After the ‘63 was put back together, Heiner suggested that Ross return the car to him and leave it in Stuttgart for further checks and any needed work after the Las Rosas excursion and that Ross come back for the International Pre-A meet in Switzerland in August to regain the Cab before shipping it back home. The fact that Ross’ 63 is far from a Pre-A did not bother the intrepid adventurers and a slight “record change” was arranged in Heiner’s shop of wonders to designate Ross’ 63 Cab as a “California Pre-A” so the scene was set and Ross did briefly return home and he did go back to Germany for the Pre-A Meet and as luck would have it his was the only “California Pre-A” shown.

Heiner & Bettina Fees, in NorCal on business with a planned side trip to our 356CAR Jacobson’s Mendocino Weekend while staying with Bob & Kathy Murray, were in the meeting and gladly substantiated all of Ross’ stories.

Monterey Reunion 2017 - Caught Going Topless, Again!

by Mark Hoag

The 2017 edition of the Rolex Monterey Motorsports Reunion was shaping up to be a landmark event. There are times in your life where a whole series of things align simultaneously. The year 1957 is meaningful to me for a host of reasons; Laguna Seca Raceway was born in '57, my Porsche Speedster was born December 23, 1957 and I was also born in 1957. This being a sort of trinity of 60 years celebrations, interesting things were bound to happen.

On Thursday evening, August 17th, I treated Leizel the Speedster to a nice detailing in preparation for the familiar journey to Laguna Seca. With a little Dave Brubeck playing in the background, the methodical process took some time. With her shapely body now glistening, she was eagerly awaiting another topless adventure in the summer sun. After grabbing a nice selection of travelling tunes, it was time to turn in to rest for our drive.

Friday morning, I awoke to the greatest hits collection of my buddy Charlie, the neighborhood Mockingbird but this was a racing weekend so no time for a "WWF Whistle and Warble Smack Down" with my feathered friend! I grabbed a few last-minute items and headed to the garage.

A final tour around the Speedster showed that all systems checked and I settled in, turned the fuel petcock down, gave three jabs on the accelerator, a twist of the ignition and Leizel sparked to life. The garage door slowly raised as I popped in a CD with some good drivin' blues, snuck into reverse, and eased into the alley. The air had only a faint crispness as the sun began working its solar magic.

I hopped onto I-880 toward Hwy 85 to connect with Hwy 101, respectfully double clutching more out of force of habit than anything. In a few short miles things well warmed up and all was humming along nicely. The asphalt passed underneath at a pretty good clip and I made mental notes as the towns clicked by. Occasionally, someone approached from behind, slowed to



Mark Hoag displaying his treasured autograph book signed by Mika Hakkinen and many others

grab an eyeful, and gave an obligatory thumb up or horn salute. 356's have a way of eliciting great and appreciative responses.

In no time, I arrived at Hwy 156 and jogged over to the Coast Hwy 1 and once through artichoke and strawberry territory things quickly cooled off. As is normal for the area, patches of fog were still lurking, as the Speedster seemed to be nearly on auto pilot from many times traveling these familiar roads. I exited at Del Rey Oaks for the home stretch to Laguna.

Fifteen or so minutes later, we approached the ticket checkpoint where big smiles added to a warm greeting for Liezel the ruby Speedster. With the ticket scanned, I headed to parking amid a very sizable crowd, which even with my early arrival meant we were consigned to the boonies in a swirling dust bin. Fortunately, having been there before, the Porsche gods reminded me to pack the car cover. With Leizel now snug in her cocoon, I grabbed the essentials and hoofed it toward the paddock, stopping only briefly to catch some glorious sounds on the front straight.

The first order of business was to check out the display in the large tent where there was a collection of cars and motorcycles that celebrated noteworthy benchmarks in time over Laguna Seca's storied 60-year history. Six decades of cars were well represented. There was a 1956 Porsche 356 Carrera #20 that Don Dickey drove to 3rd in the 1956 Pebble Beach event, the final race there prior to the opening of Laguna. The 1963 Shelby King Cobra #98 which Dave McDonald scored a victory in the 1963 Pacific GP. Doing a splendid job of representing 1971 was George Fullmor's bright orange Bud Moore Boss 302 Mustang, a fixture in the Trans Am wars during '71&'72. Across the aisle sat Mark Donohue's 1973 turbo panzer Porsche 917/30 #6. (If you are not familiar with the legend of this car and driver combo you owe it to yourself to do some homework!) Representing open-wheeled cars was the "Skoal Bandit" liveried 1983 March Indy car #33 that Teo Fabi drove to victory in the 1983 Monterey GP. Who could forget the next car, a stunning blue and white 1985 Lowenbrau Porsche 962 #14 which Al Holbert and Chip Robinson handily piloted to a win in the 300KM event in 1985. Next up, representing 1990 was none other than the factory Yamaha YZR500 of Wayne Rainey fame. In its familiar hot red & white Marlboro colors, this is the bike Wayne rode to victory not only at Laguna but also for the 1990 world championship. Across the aisle sat the 1993 All American Racers #98 Toyota Eagle MKIII IMSA car that was victorious in the 1993 Camel GT event. Close by was the 1999 BMW V12LMR #42 of Steve Soper & JJ Lehto who captured victory in the 1999 Visa sports car race. Directly across was the beautiful silver & red 2005 Audi R8 LMP #2 of Frank Biela and Emanuele Pirro driven to a fine 2nd in the 2005 event.

But the absolute shining star on display was the crimson red 1956 Ferrari Testa Rossa #125 which Pete Lovely drove to a stunning upset victory in the inaugural Laguna race back in 1957. He had pulled off a daring last lap pass to push his underpowered 4-cylinder car past Johnny von Neuman's higher displacement beast.



This is where the story must digress to share a personal encounter I had with Pete Lovely many years ago at Sears Point in Sonoma.

It was close to mid-day and the sun was relentless, I was cruising the paddock when I heard Pete's name over the P.A. system as he was mixing it up with racers on track. He was piloting his surprisingly quick Lotus 11. The race was winding down and I was hoping to track him down afterwards. I watched him enter the pits then make his way through the paddock to his parking area. He parked the Lotus then set about extracting himself. He was drenched and obviously needed some time and space to cool off a bit. I retreated for a while then returned 15 or so minutes later, finding him in street clothes and just relaxing. I approached, introduced myself, shook his hand and praised him for the nice bit of dicing on the track to which he replied he wasn't as fast as he once was but could still do a respectable lap!

I pulled out my Laguna Seca Raceway 40 Years Through the Corkscrew and asked if he would mind signing an autograph. The book is full of amazing photographs by Dave Friedman and co-authored by Mary-Ellen Wright-Rana and has accompanied me to nearly every motorsport event I have attended since 1997 to collect nearly 1,000 signatures. I opened it to Page 18 where Pete Lovely with his wife, Patsy in the cockpit of the 1956 Testa Rossa fresh off his victory in the first ever event at Laguna in 1957, and leaning in to congratulate Pete is the 3rd place finisher, Paul O'Shea who was driving a Mercedes 300 SL roadster.

Pete signed the photo across the car's steering wheel then remarked, "I never did like that photo". When I asked why, he said it always brought back a river of emotions and memories both good and bad of that period in racing. As his eyes welled up he sat down to relay the story of losing a dear friend and fellow competitor, Ernie McAfee during the 1956 Del Monte trophy at Pebble Beach. Because of that fatality and in the interest of both driver and spectator safety, the races would be moved to the brand new purpose-built facility at Laguna Seca for 1957. Lovely said although it was an amazing victory that helped to further his career, it was very bittersweet for him because Ernie was not there. As I flipped through the pages further, occasionally, another photo or signature would catch Pete's eye and a new story came forward. His racing life was filled with some of motorsports elites and the way their paths interacted. His eyes perked up at Stirling Moss and Jim Hall's signatures, two among many he had gone elbow to elbow with on track and shared many poignant personal moments. When we finally arrived at his photo on page 58, the smile returned to his face as he recalled the 1962 Pacific Grand Prix at Laguna Seca where he had driven a Lotus 22. Again, he graciously signed under his photo.

I thanked him profusely for all the time he had spent to which he replied, "the pleasure was mine". I will be forever grateful for that opportunity and the way he opened his heart to show the human side of a sport that can, at times, be brutal.

Fast forward to Friday August 18th, 2017 when I stood in front of Lovely's race winning Ferrari, Peter is long gone, having passed in the spring of 2011, but the memories washed over me as though it happened yesterday. I knelt to pull out the 40 Years Through the Corkscrew book and opened it to page 18 and there was Lovely's signature. Standing close by there were a couple guys taking photos of the 1956 Testa Rossa (that is "Red Head" in Italian). I introduced myself to them and asked if they'd mind taking a photo of me, with the book and Pete's autograph in front of that magnificent right-hand drive Italian bombshell. He snapped many photos as the story returned full circle in a current thank you to Pete Lovely for an incredible start to a new Laguna Seca day!

If you have never attended a race at Laguna or the original historic, or the pre-historic or the latest incarnation called the Rolex Monterey Motorsports Reunion, you are missing something epic. Being there is a true automotive extravaganza, a complete overload of the senses guaranteed to stir emotions from deep down. Every year, a collection of racing gems from all corners of the wheeled universe, gather to share stories and slip it sideways on legendary Laguna Seca Raceway. There is so much to see in the paddock that one might forget to witness what is happening on the track which would be a colossal mistake.

Seeing a Porsche 908/3 Spyder is pretty damn cool but watching that same car in a four-wheel drift sliding through turn four makes your hairs stand on end.

No excursion to Laguna Seca would be complete without time spent at the corkscrew, however getting to that hallowed piece of asphalt requires a bit of climbing. This time, I went straight up the face which got the heart ticking at a nice clip. Some of my most sacred memories of Laguna Seca are the flowing images of multi-colored ribbons of racing cars plummeting through the infamous left-right combination. It is a gathering place for the racing community to share and a resting place for my father's ashes.

I arrived at the summit, got a shady front row seat with pop just in time for the ground pounding V-8 group to make their entrance to the top of the elevator shaft. There was a noteworthy collection of original Shelby Cobras dropping down at a spirited pace. One by one they snaked through the corkscrew like a conga line on steroids! I followed race traffic down hill to the inside of turn nine to gaze a while before my stomach signaled it was lunch time.

I meandered back through the paddock and arrived at a garage next to a pit entrance in time to see former Formula One champ Mika Hakkinen suited up and prepping to do some demo laps in Emerson Fittipaldi's 1974 championship winning McLaren M23. I crouched down low as he was exiting the garage and got some very close-up eye level photos of the storied F1 pilot. Then it was time to beat a very quick path to turn three, then turn four to witness Mika putting the freshly renewed McLaren through its paces. The sound was just as I remember from 1974. Come to think of it, perhaps not quite as clear, realizing some of my hearing was left in those early decades of Formula 1. When he ducked back into the pits that was my signal to hoof it back to the paddock stage as they had scheduled Mika for a lunchtime interview with Dick Sisich.



F1 Champion Mika Hakkinen being interviewed by Dick Sisich at Laguna Seca

The seats were filling up quickly but I snagged one just left of center in the front row. Mika made his way to the stage and broke the ice by stating his driving suit didn't fit quite as well as it once did in his days of sparing for the F1 world championship! He did a brief interview then they opened things up for a Q&A session where a gentleman asked if Mika had a personal favorite story from his days in F1. Mika relayed that during the 1992 season he was in England for the Grand Prix at Silverstone when he had somehow missed his wake-up call and was late driving to the circuit for the Formula 1 morning warm up. Multiple lane traffic was backed up for miles when Mika happened across a policeman. He politely explained that he was a driver in the F1 and asked if he thought it would be Ok if he drove slowly in the oncoming lane since it was nearly vacant. The cop said he thought it would be all right if he went slowly. Mika drove along for a while but realized if he didn't pick up the pace he'd miss the morning warm up. As he increased his tempo all seemed well when he noticed a couple of motorcycle cops coming up from behind with lights flashing. Thinking that at last they had radioed ahead and would now provide a police escort he gassed it. As he approached the gate, expecting to be waved through with diplomatic privilege, he instead found the road barricaded. The police stopped him, ordered him out of the car and asked him to put his hands behind his back. Mika was beside himself pleading his case to every officer he met, but to no avail. They cuffed him and drove him to a temporary holding facility for those lawless racing miscreants at the Silverstone circuit. He didn't remember what magic it took to get him released or who had to pay whom but in the end, they managed to have him released but not in time for warm up.



It's only "original" once...

As a side note, while Mika was in custody, his Lotus teammate, Johnny Herbert was obliged to take both team cars out for their shakedown. In Mika's car, Johnny found that he could run the circuit four tenths faster than in his own car.

Back to the Q&A... they announced that Mika had other pressing engagements to attend and needed to move on. As he was receiving a warm applause I took the lead and approached the stage exit grabbing my autograph book and popping the cap off the sharpie marker. A fan in a

wheelchair hurriedly pressed in front and presented a book for Mika to sign exclaiming that he was his life-long hero. After that signature, it was my chance and I excitedly held the book open to page 268 telling Mika how happy we were that he was here at Laguna. That was the last autograph he signed before hopping onto a golf cart and heading off into the distance. I soaked up the good fortune then headed back to the paddock to test the limits of automotive absorption!

Row upon row of amazing racecars and people.... each one with a story to tell. The Formula Junior cars were there in force with front / rear engine drum or disc brake configurations brought from around the globe. So many world-famous racing drivers had their careers begin in Formula Juniors that this cross section represented many iconic names. Seeing them on the track at full song brought them temporarily into black and white soft focus.

The highlight overall was the plethora of Porsches, with 10 356s driven by the regulars including Paul Christensen, plus every configuration of Porsches imaginable: Platypus, Devin Porsche, Bobsy Porsche, Porsche Abarth, Elva Porsche, and 906, 906 Carrera, 908/3, 910, 911, 914, 914/6, 930, 934, 934.5, 935, and 962.

The "pooper", Pete Lovely's gem combined a sleek Cooper body and frame on a sporting 87" wheelbase, with a 1488cc Porsche powerplant producing ~84 bhp, at a weight of less than 1,000 pounds; it was a force to be reckoned with. In that car, in the 1956 Pebble Beach race Pete Lovely soldiered to a well earned 4th place overall operating the throttle with his left arm stretched behind while steering AND shifting with his right arm.

Too much to see in one go; we need to return another day, but an even greater light is on the horizon as it was announced that the Rennsport reunion will return to Laguna Seca in 2018!

And that is the close of a fabulous day of motorsports at Laguna Seca and me and Liezel on another topless adventure!

Nor-Cal "Drive Your 356" Day

by Lou Fifer

Twenty-five Porsches (mostly 356s) joined forces at the R&D Kitchen in Yountville, CA for Luncheon on the Patio on a picture-perfect midday Sunday in sunny September. The three prongs of our group's trident came from Sacramento – Marin – San Mateo all roaring into town in high style, with one 356C Coupe missing our get-together in favor of a check ride to Auburn after rebuilding the carbs. The patio luncheon, drinks, and companionship were as terrific as usual, this marking our third time visiting this fine establishment for a 356CAR Drive. Frankly one can never go wrong stopping for lunch in Napa or Sonoma Valleys and when we bring a few dozen friendly 356CAR members and their fine German Auto-steeds we are always well received and "feted to the nines".

The Sacramento group drove with 35 356ers in 19 cars on our well-trod and most Porsche-phile-ific pathway from our meeting spot in West Sacramento to the West of Davis to Winters to Rutherford to Yountville. The Marin and San Mateo groups of 6 & 3 and 4 & 3 joined us at 11 AM for the patio luncheon. Return trips home were coordinated in groups of two or more cars depending on other points of interest and creative drives through the lovely NorCal hills and vales.

To say the least ... all attending had a blast, a safe drive and a tasty luncheon.



Donal Smith in Auburn at the old Fire House



A great lineup of cars!



356 CAR doing it's part to class up the parking lot at R&D Kitchen in Yountville

Nor-Cal "Drive Your 356 to the Coast" Day

by Susan Burnett



Destination: Castonia Lodge



Twenty - three people attended the lunch at Castonia Lodge. Harlan Halsey who lead the drive, took us back a wonderful way from Highway 1 to Bean Hollow, Pescadero Rd, Stage Rd to La Honda. It was a beautiful day and a lot of fun.



Happy Birthday to Ferry Porsche!

MENDOCINO in a 356

by Lou Fifer

At various times and multiple venues approximately 60 of our closest 356CAR friends from throughout Nor-Cal joined together for a fantastic long weekend on the Mendocino Coast. The event was put on by our wonderful and most gracious hosts Bill & Gwen Jacobson beginning with a Friday luncheon rendezvous at the Francis Ford Coppola Winery in Geyserville, near Healdsburg. Groups traveled in caravans of 356s from the Greater Sacramento area, Marin, East Bay, Sonoma and were joined by “locals” from the North Coast for the 11 AM Luncheon – Meet & Greet. Once fed, watered, and rested Bill & Gwen took over the lead as they guided us over the Canyon Road from Highway 101 for a beautiful, curvy, hilly, spirited run up and over the Coastal Mountain Range to the Pacific at Stewart’s Point. At times, the path chosen was shared for all but was in many stretches a one lane logging road with huge trucks bearing down on our cavalcade groaning under tons of Redwood logs. At other times 1st & 2nd gear were the drivers’ companions as the turns were either posted at 10 MPH or not even posted as we wound our way up, over, around and down on the “longest 41 miles” you will ever drive.

It was a sincere pleasure to see the pristine blue-green-sparkling Pacific and again count noses and rides all safe at the Stewart’s Point junction. Oddly the bucolic Stewart’s Point surrounds of houses, businesses, farming properties, shops, etc. are privately held in trust with a local Indigenous American Tribe and sits South of Sea Ranch and North of Salt Point State Park about halfway between the two. If driving up the Coast Highway 1 you will be impressed with the beauty of the area, that there is not much civilization leading up to it and only Gualala to the North of it for your next Petrol stop. After stretching our legs and gasping for relief at the driving conditions just experienced we turned North for another hour plus to run through Gualala and then to Mendocino and finally to Fort Bragg to the Beachcomber Motel. It was a wonderful day of 356 driving!



Lunch stop at Francis Ford Coppola Winery



An exhausted group makes a rest stop at Stewart’s Point after a “run” though the hills

Our accommodations at the **Beachcomber Motel** were perfect offering nice, clean, and airy ocean front rooms on either the 1st or 2nd floors. Each had a beautiful view of the Pacific, plus a continental breakfast each morning, and fire pits and a party deck for our use in the evenings. After check-in, unpacking, and refreshing ourselves from the day's drives some went on walks along the beach or scanned the harbor from the old logging railroad that ran along the top of the dunes between our rooms and the surf, but we ultimately met in groups on the patios and deck for shared drinks and appetizers in preparation for our group dinner at **Silver's on the Wharf** in Noyo Harbor in Fort Bragg. We had 58-60 folks at dinner enjoying local caught fish and seafood and a wide selection of microbrew beers and local wines. **Heiner & Bettina Fees** caught up with us at dinner having spent the day in business meetings in the Bay Area so we had our full NorCal and International members together. After dinner activities were left to the designs of each with a planned rendezvous in the sheets for many a tired but pleased 356CAR sojourner.



Party time on the deck, finally....



The old railroad trestle looking north to the Beachcomber Motel



356CAR members Heiner and Bettina Fees from Germany joined us at dinner



We were all treated to spectacular sunsets each night from our Beachcomber Motel vantage point

Saturday dawned beautifully again with a lovely breeze and the faint rumblings of the Pacific caressing the shore outside our rooms. After a quick Continental Breakfast in the lobby many 356CARs took walks along the shore or across the **Wesley Chesbro Pudding Creek Trestle**. Originally this feature spanned the small estuary adjacent to the Beachcomber and supported a rail spur set along the coast to bring Redwood logs to the saw mills and harbor at Fort Bragg. It was then modified to allow logging trucks to do the same and after repeated storms damaged the hand built trestle it was recently restored as a walking and biking path down the coast. The views were again marvelous, while the sea air was refreshing and cooling.

We were all encouraged to arrive at the Jacobson's home by 11 AM for a sharing of adult beverages, sides and desserts as Bill and Gwen prepared a lovely BBQ of assorted sausages and burgers. And most graciously Gwen offered tours of their very interesting and beautifully appointed home, fabulous wood working shop, guest house and property ... all filled with an amazing collection of early Americana Antiques and curios. Looking around one needed a few pinches to realize that Bill & Gwen migrated to Mendocino from San Francisco to buy and "work" the historic Joshua Grindle Inn – Bed & Breakfast in Mendocino. As is oft said it rings true that "it's hard work, but somebody has to do it".



The Jacobson's parking lot



356CAR members enjoying a "picnic in the park"



Saturday night was "on your own" so a very large group co-mingled on the Beachcomber Deck for shared drinks and left-overs from the BBQ and watched as the Sunset put on a breath-taking display to our appreciative applause. And then it was another slip to the sheets for many as we prepared for Sunday's adventures on the way home. For many the return drives were on the more sedate and straight Hwy's 128 – 101 but these too were very pleasant drives through the beautiful and serenely peaceful Redwoods, many vineyards, quaint towns, and all in the pleasant and cooling Coastal Zone inland of the Coastal Mountains.

Thus we finished a wonderfully refreshing weekend among some of the best friends north of a 741 transmission over a memorable weekend that we ALL hope to replicate again.

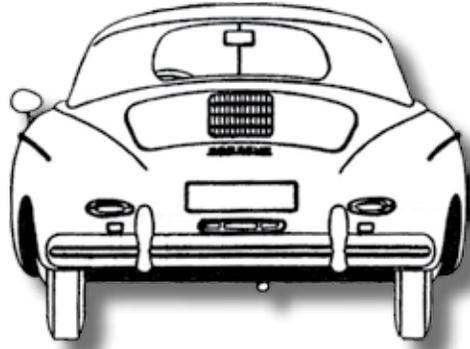
165 – 175 – 185 - 195 x 15 Tires

by Lou Fifer

One would not likely quarrel with the supreme Dr-Eng F. Porsche over his choice of bias ply 155mm tires on 3.25"x16" wheels for his earliest **Speedster**, and as we all know they did then and continue now to perform quite well in many driving conditions. But if you spy one of the 356 "pre-As" in your rear-view mirror it appears that the demonic looking "bath tub" is rolling on wooden nickels.

up front. Besides you will likely never need to pull it out as we don't drive our steeds as often as we once did so for the few miles of embarrassing mismatched tires, we can just look the other way.)

Now let's say that there develops a yearn to lean into the curves a little more aggressively and we've heard that bigger tires might prove to be the



After the success of the 356 **Speedster**, our good Dr-Porsche launched the 356A, -B, -C, -SC models again shod in bias ply 165mm tires but on 4.5" x 15" wheels and with the exceptions of many racing variants, with or without flared rear fenders, the vast 356 driving public still runs on the original tire and wheel equipment sets. (**Note:** I do not know the engineering behind Dr. Porsche's choice of 16" tall wheels for the 356s or his reassessment to 15" wheels for the As-Bs-Cs-SCs but each choice may have been as simple as what was then available for use.)

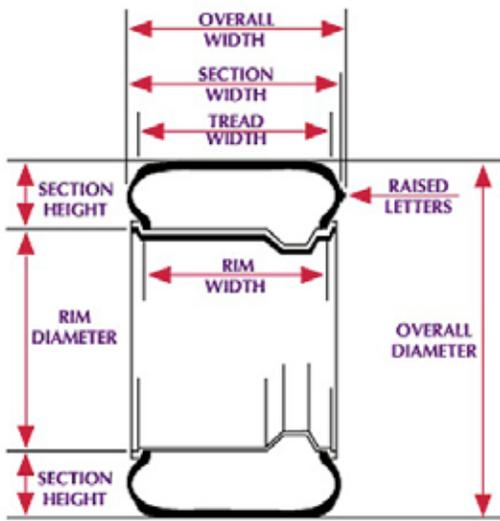
But if one gets an itch to step out of the "original" box just a bit and experiment with a different, if not surer foot feeling on the road, some of us have tried gradually wider tires to put more rubber on the road and beneath our pedal foot as we power through the turns. What difference does this innovation mean to the car, its handling, your exhilaration, or just the look? As to the car, theoretically wider tire rubber on the road generates more friction and thus will increase heat and vibration back to the car, but in practice it would take a whole heap of more rubber to be worth worrying about these slight transfers up to the suspension, body or you. Some among us strongly feel that wider tires give a surer / "stickier" feel in both straight line longitudinal stability and certainly in turning performance while others feel that the added surface tension makes the normally nimble steering sluggish, heavy, and a bother not worth any enhanced traction. But some of us tend to regard posted speed limits as intended only as warnings for the casual driver in a bias ply tired - solid axle - American Motors compact car and thus we would rather add some imaginary factor for innate/learned driving abilities plus a more than modest tip of the hat to our studied and proven German Engineering cum Racing History while we power through the corners and switch back and forth playing tag with the double yellow lines ... as we deign to take "under advisement" the rectangular Black on White speed limits. So, what is an exhilaration seeker meant to do in pursuit of that ultimate driving experience at the wheel and how should one look astride the pedigreed Germanic Auto Steed of our choice?

A common thought path toward a solution for the combined thoughts above would be to peek into the bewildering realm of radial tires expressed in overall widths, section widths, tread widths, aspect ratios, section heights, rim diameters, rim widths, and overall diameters. And with a review of a modicum of middle school division and multiplication one can discern what most of the numbers mean on the side of the new tire before pulling out the check book to buy four (4) of the latest rolling rubber. (**Note:** One should buy 4 and not 5 saving one of the best "originals" for the Trunk Spare as the sculpted Trunk Lid does not take kindly to forcing it down and around a too fat tire – so an original 4.5"x15" spare is best

answer. The next size up from the original 165mm would be 175mm and the next size offered above that would be 185mm and one may even go up to 195mm before being concerned about flaring the fenders to allow for the wider rolling rubber. I recommend stopping at this point to think about what happens in the rear wheel wells when a 356 takes a turn. As most of us know our rear engine cars power forward to the Transmission which magically at right angles drives the left and right axle shafts in the same direction at speeds depending on the transmission gear selected. Perhaps a bit more magic not always understood by the casual driver is that our axles "swing" up and down from their fulcrums at the transmission through an arc that goes from a limp ~45 degrees down when the car is up on a lift to a healthy positive swing up into the wheel well on hard turning. As this arc swings from down to level to up the wheel and tire proceed further into the wheel well and up to a point of travel and tire width which results in a variable amount of more free space between the outside edge of the tire and the fender as the wheel goes through its full swing. This "swing axle" phenomenon from our good Dr. Porsche allows the "shade tree mechanic" to put on wider tires without scuffing the paint on the inside of the rear wheel wells. If scuffed paint were the only concern we could stop this conversation with a decision on how much to pay for how wide a set of tires of what brand preferred. But there is another and even critical consideration to solve on our road to exhilaration and "look".

Imagine looking at a wheel and tire drawing as though you were at ground level behind the combination peering through the layers of rubber and metal with the component parts in dimensional drawing. You could see all the tire design factors I mentioned above and clearly see how they relate one to another. It is important that a well-balanced ensemble of the four corners all look like rectangles, albeit each with rounded edges between the section heights (side walls) and the tread widths as rubber under air pressure is wont to do. Despite these rounded edges, Engineers generally like right angle designs and try to keep within the laws of physics and geometry whenever possible.

Now here's the tricky bit to consider. If you just buy wider or widest or gnarly rubbers without expanding the rim widths of your wheels you will NOT be putting more rubber on the road, but less, and worse in a tight turn you will encourage some / too much of the flexible side wall to roll under toward the center of the turn and perhaps peel the outside turning tire bead from the thinner (original 4.5") wheel. And less you opine that varying the tire air pressure will make up the difference, realize that more PSI pushes the center line of the tire out from the flat side of the rectangle like a fried donut, thus reducing the surface contact, while less PSI relaxes the center line of the tire up and allows the edges of the tires' rectangles



What various tire dimension terms mean

to sag so you end up with a cloven foot or double race of rubber where you once could have had flat treaded rubber on the road. Thus, to prevent the rolling under of a tire off the far side bead, and the resultant very nasty paint scuffing over most of the car, or an even worse event, we need to keep to the Engineer's penchant for right angles, rectangles, physics and geometry by buying wider wheels to keep the width dimensions of the metal wheels running directly above the outside edge of the rolling rubber treads. It is true that 175mm tires are not too much wider than the original 165mm tires and one would have to be pretty ham-fisted to roll one of these off the 4.5" original wheel but some of us have experienced the exhilaration of "stickier" 185mm tires on a properly sized 5.5" wheel and might forget that we are running on our buddy's original 4.5" wheels and 185mm tires when we launch off into the Steve McQueen re-enactment stunt. And similarly, a 195mm on a 5.5" wheel would likely not be too big a problem ... but why tempt fate and physics and geometry all in one turn or another – for want of using wider wheels?

Continuing with our **Speedster** example the "look" of slightly wider tires (185mm – 195mm) on wider wheels (5.5") would presage the driver's "exhilaration" ... when viewed from the front, rear, and side. And as you can see obviate the rear view of the 356 **Coupe** chasing you down on wooden nickels as it growls up on four wider rubber foot prints.

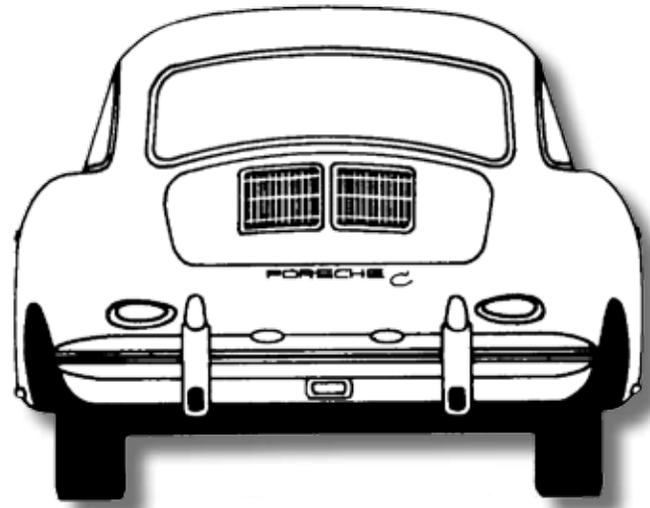
In the mean-time, if so inclined, pull off your 4.5" original and date stamped "steelies", with the 165mm tires, buy some Brazilian Chromed

5.5" wheels and outfit them with 185mm-195mm tires and make your own determination of "sticky" – "exhilaration" – "look". And take advantage of the down time on your original 4.5" wheels and have them restored (re-chromed or powder coated) to sit on the shelf for bragging rights at the next 356CAR gathering.

Should you want to experiment with the fun, I have researched some local Tire Shops for availabilities of 165mm – 175mm – 185mm – 195mm tires and found that some of America's Tires in the greater Sacramento area and Radial Tire Service on Cottage Way, Sacramento stock or can get a variety of these sizes. For 356A & 356B cars I have confirmed that both locations have the proper wheel balancing tool to mount our "wide 5 lug" wheels whereas any other tire store will have the "narrow 5 lug" balancing tool for the disc brake 356C & 356SC cars.

Safety Note: It is good head work to make sure the Tire Monkey replaces the Tire Stem on each wheel when fitting new tires as exhilarating speeds of 80+mph could dislodge an old stem from the new tire - wheel combination resulting in an overly exciting NOT exhilarating ride following the rapid tire deflation. It may not be a "blow-out" but nonetheless such will be noteworthy.

Aside: To sound as demonic as one might look with a wider stance there are a number of muffler mods, side extractors, center combiners, Carrera 2 Sport ... etc. to make one's steed sound as fast as it looks, but that comes as a page from another book for another time. Be Safe – Exhilarate – Look Good ...



Available tires for Porsche 356 with 5 1/2" rims

Size	Rim	Diameter (in)	Comment	REVS/mile
165x15	4.5	25.39	Standard- XZX size 165/80 aspect	833
185/65x15	4.5	24.47		
185/70x15	4.5	25.2		
195/60x15	5.5	24.21		
195/65x15	5.5	24.98		
205/60x15	5.5	24.68		
205/65x15	5.5	25.49		

Comparison of 195/65x15 tires from European Manufacturers

Size	Rim	Diameter	Brand	REVS/mile
195/65/15	5.5	25	Continental Contact CH90	826
195/65/15	5.5	25	Continental Contact CH95	830
195/65/15	5.5	25	Dunlop D65T Touring	?
195/65/15	5.5	25.1	Michelin MX4 Green X	832
195/65/15	5.5	24.8	Michelin MXV4	841
195/65/15	5.5	25	Michelin Rainforce MX4	836
195/65/15	5.5	25.2	Michelin Symmetry	825
195/65/15	5.5	24.8	Michelin X One	841
195/65/TR15	5.5	25	Pirelli P400 Touring	830
195/65/15	5.5	25	Pirelli P4000 Super Touring	830
195/65/15	5.5	25	Pirelli P6000 Sport Veloce	831

It's useful to keep tire diameters and REVS/mile in mind when shopping for new tires of a different size than "stock" 165/80x15, as this may affect your speedometer and odometer readings. (Some of the tire brands may no longer be available in the table to the right)

Is Top Tier Gasoline Worth the Price?

reprinted from AAA

Location and price drive gasoline sales, according to a new survey by the American Automobile Association. But an extensive study also conducted by AAA, reveals that consumers would be wise to factor the quality of the gasoline in their purchase decision. Using an independent engine testing lab that specializes in fuel analysis, AAA sought to answer the question: Is "Top Tier" gasoline worth the price? The short answer is yes.

What Is Top Tier Gas?

Gasoline is essentially a shared commodity, often stored in common containers until it is purchased by a major retailer. After that, the retailer treats the gas with a specific additive, thereby giving the fuel its brand identity. But are these additives just a dosage of marketing hype? Top Tier gasoline was developed in 2004 to go beyond the minimum standard for detergent additives to better protect increasingly sophisticated engines from carbon buildup and deposits on the intake valves—which can result in a rough idle, acceleration hesitation, knocking/pinging, and reduced fuel economy.

Over the past 20 years, engines have become far more precise, operating under tighter tolerances and at higher compression ratios, while targeting cleaner emissions and improved fuel economy. To achieve these goals, eight automakers—Audi, BMW, Fiat Chrysler Automobiles, General Motors, Honda, Mercedes-Benz, Toyota, and Volkswagen—have united in support of Top Tier gas, specifically recommending it to their owners with the goal of preserving their engines' original performance and emissions over time.

Top Tier retailers include 76, Aloha Petroleum, Amoco, ARCO, Beacon, BP, Break Time, Cenex, Chevron, CITGO, Conoco, Co-op, Costco, Country-

Mark, Diamond Shamrock, Entec, Esso, Express, Exxon, Holiday, Kwik Star Stores, Kwik Trip, Mahalo, MFA, Mobil, Ohana Fuels, Petro-Canada, Phillips 66, PUMA, QT, Quik Trip, Road Ranger, Shamrock, Shell / Shell V-Power, Sinclair Standard, SuperAmerica, SuperFuels, Tempo, Texaco, Tri-Par, and Valero.

Gas Test Findings

For its test, the lab operated an engine continuously for 100 hours on a cycle to represent 4,000 real-miles of use. The engine was then disassembled, photographed, and its key components weighed and measured to determine the thickness of carbon deposits. Six fuels were used, randomly selected and split among three basic gasoline sources and three Top Tier. The results showed that on average, Top Tier gasoline had 19 times fewer carbon deposits on injectors, intake valves, and in the combustion chamber when compared to regular gasoline.

AAA also found Top Tier gasoline can have a cleansing effect, reducing intake valve deposits by 45 to 72 percent when used over a 5,000-mile interval. Variation in the results is attributed to the detergents used by different brands.

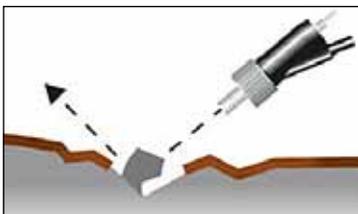
Further, analyzing gas prices over a 12-month period found just a three-cent price difference between non-Top Tier and Top Tier gasoline. Bottom line: For the nominal investment, this study shows that motorists would benefit from using Top Tier gasoline as their primary fuel. Given the technological trend toward more sophisticated engines, we think the EPA should consider raising the minimum detergent standards to ensure all drivers benefit from the type of performance and longevity promised by Top Tier fuels.

Vapor Blasting Engine Cases

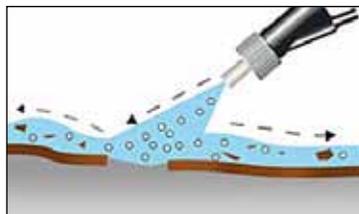
by Bob Cannon

We recently sent our engine case from the 58 Cab restoration to the Bay Area to get it "vapor blasted". We were very pleased with the result. The key to vapor blasting is that the finish is produced through flow of water borne abrasive, giving a finer finish due to the flushing action of the water. No media is impregnated into the component, nor is there any dust created by the break-up of media, unlike dry blasting where the finish is produced by sheer force of media impact.

A specially designed pump agitates water and media into a slurry, which is contained within a closed cabinet sump. The slurry is pumped at approximately 2 bar to a manual blast nozzle and compressed air is introduced at the nozzle to accelerate the slurry and provide the cleaning effect on impact. After contact with the component the slurry then drains back into the sump creating a re-circulating system. Broken down media and other contaminants are fed via an overflow to a sedimentation filter located at the rear of the cabinet. Vapor blasting differs from traditional dry media blasting, as illustrated by the following diagrams:



Dry media blasting: aggressive cutting of the surface



Vapor blasting: effect of media is cushioned by water, giving a polished finish



Our dirty, cruddy engine case after vapor blasting- good as new

Suggested Advantages of Vapor Blasting

- Dust free process
- Cleans by flow of water not by impact
- Simultaneously degrease & blast clean
- Water acts as a lubricant between media & component
- Produces a 'softer' finish
- Avoids media impregnation on soft materials
(and no media remains in oil passages and cavities!)

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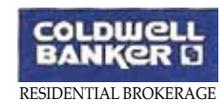
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Call or email me -Rick Bradley, original owner of a 1960 Porsche 356 and charter 356 Registry member - about moving to Del Webb's 16-year-old Sun City-Lincoln Hills, between Roseville and Rocklin.



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Please submit articles as a Microsoft Word document or in plain text format. Most articles should run about 1 to 3 pages of single spaced text. We will reformat and edit your article anyway, no matter how pretty it looks, so don't sweat the details.

Photographs add significant quality and interest to most articles. We would like to have a number of your photographs to accompany your articles, although space limitations and editorial decisions may not permit all of them to be published. For any photograph, it must be in the largest size (with the most pixels) possible!

This means the actual size as it comes off your camera, computer, phone, iPad or whatever. If you email it to us from your computer or phone, use "actual size" for emailing, not photos which have been downsized for quick email transmission. Photographs taken off of a website generally won't work for our print publication because of their small size. JPEG, TIFF or Photoshop (PSD) formats are all OK

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Email your contributions to: louisfifer@gmail.com



Example of a Microsoft Word file with photographs embedded in the text.

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Has Your **356CAR** Membership Expired?

look at your mailing label and email inbox



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

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.

Contact: Fred Huberty - fhuberty@sbcglobal.net

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 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.)

356CAR Membership Application / Renewal

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

preferred meeting location

- Sacramento Capitola Central Coast
 San Mateo Hollister

newsletter preference (check one)

- electronic version hardcopy version

Membership Dues

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

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

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

356CAR
 c/o Fred Huberty
 13286 Lake Wildwood Drive
 Penn Valley, CA 95946

356 CAR

California Alta Region

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