

2021 Issue 1

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356CAR MONTHLY MEETINGS

Note: 356CAR Monthly Meetings are Canceled Until Further Notice due to Covid 19 Restrictions. See 356CAR.org for updates on rescheduling of Monthly Meetings and Club Events.

1st Saturday 8:30 AM Bay Area Breakfast

Jack's Restaurant & Bar, 1029 NewPark Mall Road, Newark 94560
As usual, we will sit down for breakfast @ 8:30 AM. The restaurant has ample space for our growing numbers, an extensive, varied breakfast menu and parking in the immediately adjacent lot. The restaurant is located ~2 miles south of the Dumbarton Bridge just off Highway 880 at the Mowry Avenue west exit. For questions feel free to email Michael Hodos at mehodos@mac.com or Barney Speckman at bmspeckman@aol.com

2nd Saturday 9:00 AM Sacramento Breakfast

DoubleTree Suites, 11260 Point East Dr., Rancho Cordova (Hwy. 50 & Sunrise). The Sacramento breakfast meets at a new location for breakfast! The gathering starts at about 8:30 in the parking lot and breakfast usually begins at 9 am.

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.

5th Saturday 9:00 AM Central Coast Breakfast

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 356goodiystore@sbcglobal.net or (831) 375-4442 if you plan to attend.

Stay tuned to 356CAR.org and emails for reopening of our regional meetings and locations.

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Cover Photo: It's feeling like Spring!

President's Message

by Kim Nelson

Well, Spring is in the air and I hope all of you have your cars ready for the road. I'm anticipating that after more than a year of the Covid Pandemic that we are ready to once again get our wheels in motion while still following the basic safety guidelines.

Upcoming 356CAR Events - At our February 356CAR Board meeting we spent quite a bit of time discussing when it might be safe to start having events for our club again and the type of events we can put on. The general consensus was that the Covid Pandemic was going in the right direction and by the April/May timeframe many of us will have received our Covid vaccine shots. That's good news but we all still need to be careful. With those thoughts in mind, we started to layout plans for about twenty 356CAR events this year starting in late April. Regrettably, we have no plans yet to officially start having our monthly breakfast meetings, but we are hopeful that by this fall it will be safe for all of us to get together.

Caffeine and Porsches on Saturday, April 24th - This will be our first official 356CAR event of the year and it will take place in Folsom. This is going to be a joint event with the Sacramento Valley Porsche club and will be for club members and their Porsches only. The owners of Fat's Asia Bistro have graciously offered us the use of their parking lot for this private event which will start at 8:00 am and end at 10:00 am. We have room to park a total of 85 Porsches so advanced registration is required. Email Kim Nelson at knelson356@gmail.com to register. We will keep a waiting list, but you can also park outside the event and walk in. Wearing a face mask will be required. Following the Caffeine and Porsches event, Lou Fifer will be leading a driving tour for our 356 group. Please take a look at the flyer in this issue for more details. Given the pandemic, our ability to plan and put on club events is still somewhat fluid so please watch for event updates in our monthly email blasts, our clubs website and facebook page. We do have tentative plans to have a Bay Area drive and picnic in May, another Caffeine and Porsches event in May and June and a possible Bay Area Tech session in June.

5th Saturday Breakfast in Pacific Grove - After many years of being the "sparkplug" behind Our 5th Saturday Breakfast gathering in Pacific Grove, Diane Morrill has decided it's time to pass the torch. (Editor's Note: Among many friends since sadly passed and surely missed, Diane started the 5th Saturday Breakfast, so named to reflect that the meetings were held on the 5th Saturdays of each calendar year beginning in late 2005.) All of us owe Diane a BIG THANKS for her time and effort in helping our members in the Monterey Bay area to "Keep the 356 faith"! Moving forward, Steve Douglas has volunteered to keep the 5th Saturday Breakfast alive and well. The next two 5th Saturday's will

be on May 29th and July 31st. Steve is also working on plans for another Big Sur Picnic Drive in May and the 2nd Annual Watsonville Gathering and Picnic at Rick DiNapoli's ranch/estate in June or July. Stay tuned for more to come and thank you Steve for continuing to keep our 5th Saturday Breakfast gatherings alive and well.

A Call for Member Recognition Award Nominations - Now is the time to recognize someone you think should receive recognition for their contribution(s) to our club. So, go to our website and fill out the Membership Recognition Form. From the home page of our website, click on the Membership tab, scroll half way down the page, and you will see the "356CAR Membership Recognition Program." On the right side of the page is the "Recognition Award Nomination Form." It's easy to fill out the brief form and by hitting the submit button it will come right to me. It's that easy. The form has all the information right on it that you need including brief descriptions of our three levels of Member Recognition Awards. All Recognition Forms are due to me no later than July 25th. Our Member Recognition Awards are given out at our biennial Gathering of the Faithful which Elaine Cannon is planning for us to return to the beautiful at the Grand Island Mansion in Walnut Grove in October.

Welcome Two New Advertisers to the 356CAR Newsletter - In this first issue of our 2021 356CAR newsletter we are excited to welcome two new advertisers who have products and services directly related our favorite Porsches. The Sierra Madre Collection has supported 356CAR in several ways over the years and now we are happy to have them as an advertiser. They offer just about everything we need to keep our 356's and late model Porsches on the road. See their website: www.sierramadrecollection.com and when you order, please let them know you saw their ad in our newsletter. And 2 Shores is owned by certified Porsche-philes, Jurgen & Anette Rott. Their company, founded in Germany in 2006 moved to Grass Valley in 2008, and remains focused on helping car enthusiasts buy and sell cars worldwide. Recently, they added Dry Ice Cleaning services. See www.2shores.com and click on "Dry Ice Werks" to see the truly amazing results. Coming Soon - Jurgen will conduct a Tech Session for us.

Keep the 356 Faith - I think you can tell from my column here that your 356CAR Board is optimistic that we will soon be able to once again enjoy the camaraderie of our fellow club members and enjoy driving our 356's together. I hope to see you on the road soon and until then, continue to be safe.

Kim

356CAR Member Update

by Dana McDaniel

Since our last newsletter published in December 2020, our club has added 15 new members with 11 co-members, putting us at 294 active members. Please welcome our new Members and Co-Members when you see them at one of our events:

Charles & Michele Bennett of Livermore, CA
Adam Book of El Dorado Hills, CA
Gary & Susan Brickler of Folsom, CA
Jim Callahan of Oakland, CA
John Eaton of Pebble Beach, CA
Ken Fink of Palo Alto, CA
Peter Habicht & Elie Shephard of Santa Rosa, CA
Abe & Lori Kazimierek of Granite Bay, CA
Peter & Gregory Lane of Snohomish, WA
Jim Reese-Cole & Missy Reese of Walnut Creek, CA
Matt Schiefferly & Lindsay Smith of Napa, CA
Joe, Jennifer & Abby Schumacher of Sac, CA
Edward & Karen Sheppard of Cottonwood, CA
Tony Van of Pacific Grove, CA
Bill & Viki Wilson of Fresno, CA

We ask applicants how they heard about 356 CAR. Some comments include "talked to a friend who is a current member", "found an old Club Flyer" they had misplaced, "found us on an internet search", or "interacted with a member". Many added they were looking forward to future club activities.

I would say our club has a healthy future in the making, and we all have more to look forward to. So, great job to all and keep talking to your friends about 356 CAR!

Dana

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!



facebook.com/356car

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

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Remembering George Selland

by Elaine Cannon

There are people that one meets over the years that just become friends forever. George Selland, who died recently, was one of those unforgettable people. I asked some longtime 356CAR folks to tell me their "George story".

Paso Robles. George was driving his 1959 red convertible D and Alexis had driven up from LA in a 1964 356 sunroof coupe. She told Diane that George was waiting for her when she returned from the ladies room. George had followed the "lady in shorts", asked her out for lunch, and when they got back everyone was

Bob and I loved seeing George and Alexis at West Coast Holidays, North Meets South events, the Yosemite get-togethers, and especially during Auto Week where George and Alexis had a special corner on Ocean Avenue where they sat and greeted all of their friends. One year Bob and I visited them in their home in San Francisco. George was a photographer specializing in food photography and he showed us the set-up of kitchen and appliances, and photography equipment that he used as props. On that same floor was a special place for the convertible D. Later they moved to a lovely home in Monterey overlooking Laguna Seca racetrack. They both loved hearing the roar of the engines on the track.



Steve Douglas remembered meeting George in 1980 at the West Coast Holiday at the Hotel Claremont in Oakland. It was the first Holiday that Steve attended. George was part of a group of 356 enthusiasts from the Bay Area who went on to form 356CAR along with a Sacramento group led by Barry Allen.

Michael Hodos told me that "George was always willing to volunteer his and Alexis's services for whatever needed to be done for the club or for an event".

Diane Morrill told the story of how George and Alexis met at the 1985 West Coast Holiday in

gone and her car was there alone. Alexis wrote "we met, got married four months later, and joined the club as soon as possible". Diane says, "the rest is history"!

Linda Peters sent photos of Lex and George. The one of them by their car was taken on a caravan trip to Lake Tahoe for the 1992 West Coast Holiday in Lake Tahoe. Linda (nee Lamb) said that the trip was her first West Coast Holiday, and besides her memories of Lex and George, she said that the trip was special because her "date" was her Dad, Stuart Lamb, AND she met her future husband, Rich Peters, at that event.



George and Alexis at West Coast Holiday Squaw 2008

George and Alexis were awarded "356CAR Lifetime Membership" several years ago as a thank-you for their continuing service to the club. One of the pictures is of George working on the first-ever "sign up for the table you want" board at the West Coast Holiday in 2008. They were always willing to help do whatever was needed. We will miss George's smiling face, open arms, and big hugs. The picture of the two guys walking together should have the caption "knowing where George is now ... most likely with Barry Rilliet talking 356s."



George and Alexis to West Coast Holiday Santa Fe



George and Barry Rilliet at West Coast Holiday Squaw 2008

Oil Filter Leaks

By Steve Douglas



Have you had an oil filter that would not stop leaking?

Porsche used 3 different manufactures for oil filter canisters for cars from 1953 thru 1969: Fram, H Filter, and Mann. Basically, all function the same, but each brand built their canisters a bit differently. All of the filters work fine but however the covers and the bolt sizes are different. The rim on the H Filter is bent more than 90 degrees inward (115°), while the Fram has a 90-degree lip. Mann made two styles of covers, one with an inward taper, and one straight 90-degree lip.

And each of the manufacturers use different gaskets, depending on the covers with the 90-degree lip using rubber gaskets while the others use paper gaskets. Unfortunately, the parts do not have separate part numbers, but both are referenced as 546.078.29. And whereas Stoddard shows both styles, you must request the rubber one, NLA.078.29, or accept the paper one.

When buying a filter most often it will be the paper one. Wix and Napa filters may come with a rubber gasket, Mahle and Fram seem to ship filters with both gaskets. See the photo of how the paper will not fit flat in the Fram. You will notice that the Fram top has small dimples in the lip and a recessed groove that the rubber gasket fits into.



Two Oil Filter Gaskets, One Rubber and One Paper



Inside Oil Filter Cover Lips, Fram left, H-Filter Right



Fram Oil Filter paper Gasket not Fitting Cover



Three different Oil Filter Covers, Bolts and Crushable Washers

Further confusing things, there are at least three sizes of top bolts and copper washers: 10 X 1.5mm Bolt (22mm head) and a 12 X 18mm, copper washer part # 900.123.006.25. Most Mann and H Filters use a 12 X 1.25mm bolt, with a big shoulder, and a 16 x 22mm copper washer # 900.123.019.20, while others use a 10mm bolt and the Fram copper ring. Then there is an oddball Mann, with a 10mm bolt and a very narrow sealing surface, with 11.5 X 15mm copper washer.

When I visit my local Napa Auto Parts store, I take the extra step of going through their O-ring bins to find matches. And then to further secure the seal I use cotton kite string, soaked in Permatex #2 non hardening gasket sealer wrapped 8 times around the bolt shoulder, before sliding on the copper O-ring on and tightening the bolt.

Ed Note: If you find a mix of gasket to cover that works, don't change it unless it leaks.



Side view of Oil Filter Covers, Fram left, H-Filter right



North Meets South Reflections from 20 Years Ago

by Craig Chu, 356CAR Historian

The first meeting of what was to become 356CAR (356 California Alta Region) occurred in 1983. By 1987, the club had grown from 25 to more than 200 members in time for our first North Meets South at Morro Bay. It was a modest picnic/BBQ at Lila Keiser Park among Steve Douglas and two others in three cars from the North meeting fifteen from the South.

Steve was involved from the beginning of the club. He was 356CAR President for the first North Meet South and was Newsletter Editor prior to that. He organized the second annual North Meets South in 1988 with Don Marks from the Southern California club. The event was again held in Morro Bay with participants staying at the Blue Sail Inn, The Inn at Morro Bay, and a few other places nearby. Dinner was at the San Simeon Restaurant (now the San Simeon Beach Bar & Grill) with the club taking over the entire restaurant. The event was basically on a Saturday plus a swap meet on Sunday morning.

Fast forward to 2001, twenty years ago found Jim Hardie as 356CAR President with Steve 1st VP. Sub-regional 356CAR Saturday breakfast meetings were started in Sacramento, San Mateo, Hollister, and Pebble Beach. North Meets South that year was held at Cambria Pines Lodge in Cambria, sponsored by the 356 Club of Southern California.

In 2002, the 16th Annual North Meets South was hosted by 356 CAR, at the Embassy Suites Hotel in San Luis Obispo. It had expanded to two full days plus a swap meet on Sunday. Co-chairmen were Barney & Nancy Speckman, Mike & Carol Gabbard, Harry & Carolyn Servidio, and Frank & Ginny Pekar. Olaf Shipstead, Hamp & Sue Miller, Steve Douglas, Bob & Elaine Cannon, and Carol Hanley assisted with the planning the driving tours, People's Choice Concours, Tech Session, Awards Dinner and Parts Swap Meet. Those donating door prizes included Michael & Ruth Hodos, Harry & Carolyn Servidio, Dawn Perry of Dawn's Restorations in Sacramento, Jim Breazeale of EASY, Embassy Suites Hotel, Wes & Diane Morrill, and Parts Heaven in Hayward.

Michael Hodos shared his thoughts of the event:

"One measure of the success of the San Luis Obispo North Meets South 2002 event was in the sheer numbers. Nearly 300 registrants and co-registrants attended in nearly 175 registered cars, with almost everyone participating in the Saturday barbecue lunch and awards dinner. SLO 2002 set a new standard for seamless organization that will be a challenge to match in the years ahead ... (the) Co-Chairs ran an event so smooth and relaxed in its planning

and execution that their carefree demeanor became a topic of conversation throughout the weekend. Of course, the Co-Chairs were the first to share credit with the more than two dozen experienced volunteers without whom the weekend would not have been so successful. Not only did everything run on time, but there were ample opportunities to socialize with old friends and new acquaintances, starting with the Friday afternoon German Lunch and Edna Valley Wine Country" tour followed by a Mexican Fiesta Friday evening. The People's Choice concours at picturesque Laguna Lake Park elicited many comments as well, both about the number of previously unseen cars and the growing number of beautifully restored Pre-A cars ... Maybe all those stories about cars in barns are true! The awards dinner on Saturday evening established a new standard by using digital technology to display not only the award winners, a collection of period photographs and photographs of virtually every car entered in the concours! What a show! Needless-to-say, we all extend our special appreciation and thanks to everyone who worked to make SLO 2002 so memorable.

Comments often heard were:

"We can't wait for next year!"

"See you in Cambria April 10-13, 2003!"

"Next year we're coming on Thursday so that we don't miss out on any of the Friday activities!"

2002 People's Choice 1st Place Award Winners:

Pre-A	Robert Murray
A Open	Mike Malamut
A Closed	Ed Swain
B Open	Peter Olmstead
B Closed	Ken Ward
C Open	Barry Rilliet
C Closed	Cynthia Olmstead
Unrestored	Jerry Kiliany
Race Car	Bruce Ungari
Special Interest	Bill King
Best of Show	Robert Murray

Now it is 2021 and 356Club's planning for NMS 2021 is running well on scheduled for many of the same activities expected with our return of the Cambria Pine Lodge, on 13-16May. Unfortunately, last year's 2020 NMS, chaired by Steve Douglas was cancelled due to the Covid 19 Quarantine requirements, so we expect a lot of pent-up interest in getting together again.

Jenny Derich of 356CAR is planning the 2020 NMS with a return to the Embassy Suites in San Luis Obispo.





**Saturday, April 24th
8:00 am to 10:00 am
Fat's Asia Bistro
2585 Iron Point Road,
Folsom 95630**

356CAR is joining the Sacramento Valley Porsche Club to have a "Caffeine and Porsches" event for club members.

Coffee and donuts will be provided while they last!

There are a limited number of parking spaces available so advanced registration is required.

Register by emailing Kim Nelson at knelson356@gmail.com or call at 916-337-7716.

Face Masks and the signing of the PCA Covid release form will be required to participate.

At 10:00 am Lou Fifer will lead a driving tour for 356CAR members.



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A lounge for research, referrals, and the investigation of our archives. Make the Classic Center your first stop when exploring the rich Porsche car culture of our region and join us in keeping the air cooled passion alive.



2shores Classic Cars – Dry Ice Cleaning

by Jurgen Rott, President

We are introducing a new service in Northern California: Dry Ice Cleaning!

50-year-old interior stains, or road and oil grime from your engine, suspension parts and wheel housings is very difficult with often the only solutions being to either renew the part(s), or to use

ice for cleaning not only hard to get to spots but also delicate areas like interior surfaces. ALL, and yes, we say ALL, surfaces can be safely deep cleaned and show-prepped without hurting the original materials or the time acquired patina. This cleaning solution is simple, powerful, non-invasive, and loved by Mother Earth! It uses No Water, No Sand, No Chemicals, and No Abrasives but rather just dry ice applied under pressure on the surface to be cleaned.

How does it work? The Process explained:

Dry ice is pressurized carbonic acid, a natural ingredient that cleans without toxic residue. We apply it with high air pressure to dissolve dirt, grime and decades-old built up into thin air.

1) Kinetic effect: Small, rice-shaped dry ice pellets are accelerated to high speed.

2) Thermal effect: Dry ice particles hit the dirt layer at -109.2°F , cooling it down abruptly as the gas expands and causing contraction of the surface to be cleaned while cracking the contaminants. Thus, with the different coefficients of thermal expansion and contraction, the contact between the surface and the dirt is loosened.

3) Sublimation: On impact, the carbon dioxide directly transforms from a solid to a gaseous state, thereby jumping over the intermediary liquid physical state of water, while the CO_2 gas expands to about 700 times its original volume in a split second. This expansion, literally "blasting", the dirt from the surface. It's fascinating to watch!

It also works wonders on modern cars with sophisticated brake systems, touch screen interiors and the tight spaces of fully covered engine compartments.

I am so excited to have come across this technology and we are very proud to offer this service to our car enthusiast community and beyond. Take a look at our website: www.2shoresDryIceWerks.com and get ready to be amazed!

For over 20 years, my passion has been vintage, air-cooled Porsches. Growing up in Germany, the Porsche brand was part of my upbringing and the fascination has never stopped. It even evolved into a vintage car marketing business and a lifetime of being involved with collectable Porsche vehicles. Enjoy your ride and I hope you'll find your open road!
Best regards,

Jurgen Rott

President
2shores Classic Cars

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I love vintage air-cooled examples and I love originality. Finding an original paint Porsche, or a car that has been cared for by enthusiastic owners, like myself, is what drives me. But old and unrestored cars often come with a tough challenge of maintaining the vehicle and its patina without all the dirt and grime of normal driving.

How can you preserve the car's originality, patina, and integrity – but still get it clean?

As all car enthusiasts know, getting rid of

harsh chemicals, or abrasive blasting methods. Well, up until now that was the case!

After extensive research I found the right method to detail and clean hard to reach spaces on my Porsche without the use of water, chemicals, sand, or abrasives: Cleaning with dry ice! We are now offering this new Dry Ice Cleaning service, developed by the German company COOLMASTER® in Reutlingen, Germany, which has built a dry ice blaster using the latest technology and the physical properties of dry

Before

After



Awakening your 356 from a Long Winter's Nap

by Lou Fifer



Thinking about the many good to great times we have missed in the past year of Covid Sequestration and the resultant “abundance of caution” makes all of us yearn for the open road and the sweet hum cum roar of our trusty German Automobiles of Excellence. But with the prospect of maybe getting out with the crowd and running up and down the gears on a winding road lead one to consider how best to get the nimble steed out of the barn and keep it running smoothly through the next several months of pent-up driving lust. So, before jumping on the road, let’s consider several areas of concern exacerbated by too many months of storage, Covid sequestration, or self-imposed and medically induced penalty box time ... your choice. Perhaps our first thoughts should be for checking the obvious: Fuel (Type and Octane), Oil (Type, Weight, Filter), Lubrication (Bearings, Cables, and Hinges), Transmission (Fluid Types and Level), Brakes (evenly Pulling, Fluid Level, Leaks), Tires (Sidewall cracking / checking, Air Pressure, and Tread Wear), Battery (Age, Appearance, Charge & Discharge rates), Lights (Head, Turn, Parking shining bright as per Switch positions, plus some Enhancement Options), and Wipers (Pliant, good windshield Contact left to right). When we put our cars up for this past Winter’s nap, we talked about many of these concerns, made some corrections from our “road warrior” stance to “hangar queen” quiescence ... and then put the trusted little beasties to bed for what turned out to be a particularly longer than expected Winter cum Quarantine. Now, let’s review the bidding before we take our first long drive.

Fuel – It seems that the State of California has gotten even more onerous in their gasoline use

taxation and stumbled head over heels into “green is beautiful” overreach against pure gasoline and its use in our automobiles. In response to some government enthusiasm for corn bread and fed salvation we are now faced with Ethanol additives in any gasoline offered at the pump throughout our once Golden State and home to many Oil Wells, Petroleum Distilleries, Tank Farms, Distributors, Dealers, and Filling Stations. Yet, as we know well, we have so many wonderful classic and vintage cars, more than any other state in the Union. Evidently, Ethanol is OK for modern fuel injected cars, but who among us cares for the modern car when we are committed to restoring and driving our own special wheels? It seems odd that the same state government intent on clamping down on petroleum products has also conspired to chase Tesla’s, HP’s, and Intel’s gaggles of sparkies and invention-eers to Nevada, Texas, and other places intent on business development. Yet we drivers of vintage cum classic German Auto engineering marvels are still looking for good gasoline to burn while we enjoy our hobby and the pleasures of Dr. Ing’s designs and engineering of ~60 years anon. There are plenty of gasoline stations vying for prime corner spots with the rash of Starbucks, Peets, and Dutch Bros but it is actually illegal and thus normally impossible to get High Octane, Leaded gasoline for our cars. Some have tried buying and using “aviation fuel” but the hazzles of buying it in our normal 10–12-gallon quantities, plus the paucity of airport fuel filling stations that might allow drive up auto traffic on the tarmac or at the fuel farm, and the nearly doubled price per gallon have routinely proven this “end around” not workable. So, back on the street, and running nearly on Empty ... what should we do? A quick

internet search for High Octane Gasoline (93+) without Ethanol added was a bust although some listed retailers say that they minimize their Ethanol to 10%, which seems to be a dealer option although all gasoline sold in California is very highly regulated and therefore the basic provision trucked to all stations is about the same until the local station decides how much Ethanol to add. One can only guess that the motivation behind selective Ethanol additives lies more with the pursuit of dealer profits than any real concern for the economic welfare of Mid-western Corn Farmers and not at all about what the “Green-ergy Goo” might do to our Engines, Intakes, Carburetors, Fuel lines, Tanks ... etc. I did find a few faint glimmers of hope for the concerned, but very well financially endowed 356 driver. Ramos Oil in West Sacramento offers “... all the petroleum products allowed in California ...” including an interesting retail offer of 100 Octane Unleaded Gasoline at ~\$64 per 5-gallon Homer sized buckets. For most of us with OEM gas Tanks at 13.2 US Gallons, excepting those rare few that have the Big Gulp Fuel Tank (21.1 US Gallon) option, a fill up would cost at least \$128. Even if you could afford such luxury, would you to schlep 5-gallon buckets of gas around to wherever one might have run the 356 out of gas. And of course, one would need a big funnel, and some rags just in case the liquid go juice spilled while sloshing into the nose mounted fuel cell. And this option is worse when you try to scheme getting the fuel safely and routinely into an A or early B model tank by first opening the Frunk. This particular “glimmer of hope” seems to fade in the bright light of reason.

I also found that Flyers (356CAR member Ken

Dwelle's "day job") advertises several promising "race" blends with high octane numbers, but if the conventional wisdom holds true on Watt Ave and in their Auburn corporate HQ, they still must have some Ethanol added to please the State's tax collectors and auto minders. I plan to give Flyers a chance to fill up my 356B and see how it goes.

On the other hand, I found some good references to "top tier" gasoline purveyors, among them Shell, Exxon, Arco, and Sinclair (with Dino the Green Dinosaur). They variously advertise NO Ethanol (???) to a restricted 10% Ethanol (more reasonable) so their offerings should be tried and tested at their easy drive-up pumps without the hassle of bootlegging 5 gallons of go-juice from across the river.

Note: As we discussed in the last Newsletter ... by all means stay away from any of the purveyors of Iowa Corn fed E85 and other junk juice of the Green-ergy movement as that stuff will usher your ride sooner than later into engine rebuild and fuel system problems.

Oil – If you did not change your Oil when putting your buddy to bed last Fall cum Winter, it would be a good idea to now refresh the slippery goo with new. Even though the old adage is to change Oil every 6,000 miles or once a year, we don't all see 6,000 miles of 356 driving in a year, so the calendar gets us before the mileage limit suggestion. As mentioned before, the best Oils on the market will be any of Swepco, Brad Penn (was he involved with A Jolie?), Motul or my favorite, probably because it is so easy to get and has added Zinc to provide that extra bit of lubricant – Valvoline VR-1 Racing Oil. Whereas the exemplified others are sometimes available by mail order and a few local retailers, the Valvoline is sold in nearly all auto parts stores, so you are assured of being able to get it when you need more almost anywhere you roam. My advice is to buy 6 quarts for your Oil Change of 5.5 and thus have a bit left over to carry in the Frunk in case you need a top off. When changing your oil, remember to run the car until it reaches operating temperature to make sure all the oil is fluid and will easily drain out. I like to inspect the Sump Plate and Studs for leaks (the best way to determine any misshaping) but to use the Drain Plug to extract the oil. My concern is for the age of the Sump Plate and Studs, so I tend to leave well enough alone if in fact they are all good and not leaking. After the sump has drained, I borrow the Turkey Baster and suck out any oil left in the Oil Canister after pulling out the used Oil Filter. I then carefully wipe out the inside of the canister and make sure that the outside is clean too before putting in the new Oil Filter. You should carefully inspect the Oil Canister top and Gasket for no dings or holidays in the paper or rubber gasket (your choice). And so long as it was not leaking when you started, you should assume that it will not when the centering bolt is re-torqued down and with Engine pressure while running. Make sure that you have the centering bolt well seated, with a

new crushable copper washer, the Drain Plug tight and then add the VR-1 one quart at a time, carefully counting to four (4) as you go. (I don't throw away the empty bottles until I am all done to make sure that I do not over / under fill the oil.) Next run the engine a bit to circulate the oil. Then shut it down and check the oil level to know how much might be needed to top off to near the top mark on the Dip Stick. You will use most or all of the 5th bottle of oil, leaving #6 as extra in the Frunk.

Aside: If you have a Precision Matters Oil Temperature Dip Stick, check the Oil Level using your regular Dip Stick, as I have found my PM Oil Temp Dip Stick to read a little short of full so using it to judge how much Oil to top off tends to overfill the sump.

Lastly, wipe everything to make sure that there are no leaks, and you should be ready for another 6,000 miles or one year, whichever comes first. Oil Filters – Mahle OX 79 D or Napa 1010 are good choices for Paper Insert Oil Filters and are comparably priced with the Mahle available from the usual 356 parts vendors while the Napa can be had locally with the VR1 Oil. (See photo.)



Lubrication – While you have the car "up" to drain the oil, it will be time to re-grease all your steering, suspension, parking brake coaxial cables, etc. with grease under pressure from a grease gun into the various grease nipples (until you see grease ooze from the back side).

Note: B models and older have 16 grease fittings (count as you go and review the 356 Lube Chart for your model to make sure that you have not missed any) while the newer C & SC models only have 12 as their door hinges are oiled with small weep holes vs. grease fittings.

This is also a good time to check your Front Wheel Bearings. Again, with the car "up", grasp each front tire at the top and bottom and rock the wheel in and out. You should feel no knocking or looseness. If you do it is time to re-grease your Front Wheel Bearings. Take off the Dust Cover using a 1/4" socket drive extension placed between the Dust Cover and Wheel Bearing Housing and tap repeatedly with a small ball peen hammer or hard rubber mallet in various spots around the Wheel Bearing Housing to

evenly force the socket drive extension between the Dust Cover and the Wheel Bearing Housing. This trick will smoothly ease the Dust Cover off without doing any damage.



Using a 6mm Allen Hex Head Wrench loosen the Retaining Nut Pinch Bolt and back off (counter clockwise) the Retaining Nut and take out the large Washer behind the nut. Clean the Nut, and Pinch Bolt, and Washer, setting them aside while



you repack the Wheel Bearing with fresh grease. The quickest and most efficient way to replace the Wheel Bearing Grease is to put a glob in the palm of your hand and then "comb" the Wheel Bearing Case through it against the palm of your hand. Do both sides of the Wheel Bearing Case to make sure that you have evenly packed the Wheel Bearing.



Cleaned for Re-Pack



Do the same for the other side. After returning each of the re-greased Wheel Bearings, reset the Washers and screw the Retaining Nuts and Pinch Bolts (clockwise). You want to tighten the Retaining Nuts until you can just move laterally the Washer against the tension of the Retaining



Nut, checked by inserting a large blade screw driver between the Wheel Bearing Housing and the Washer and twisting the screw driver left and right. When you are satisfied with both Front Wheel Bearings, replace the Dust Covers with even taps of a rubber mallet. Clean all areas just re-greased as you marvel at the smooth silky aura of your well-greased palms. (Just think that if you could do the trick with your feet you wouldn't need your regular pedicure.)

Transmission – Still with your car “up”, check the Transmission Fluid level by backing out the 19mm access bolt on the side of the transmission and with a clean “pinky” stuck into the bolt hole feel for fluid just smearing on your extended little finger. If you do not find fluid add more until you can just skim a smear on your repeatedly inserted finger. I have successfully used Sweeney 201 Transmission Fluid in the past on several cars but here again the distribution and purchase of this very good Transmission Fluid is a bit complicated. And some complain that the Sweeney 201 is so slippery that a transmission with faulty or old seals will be more prone to leak with this fluid. (This does not sound like a very good endorsement for either Sweeney or the routine maintenance of some 356s.) Since Transmission Fluid does not quickly go bad, and its normal use is not subject to the Engine's heat

of combustion, one could say that the selection of Transmission Fluid as not critical as Engine Oil. With that thought in mind, you will find many brands in your local auto parts store to choose from in varying temperature ranges of intended transmission gear protection. In fact, our 356s are so seldom driven in extreme cold temperatures that the greater ranged gear oils are not needed at their higher cost. I have heard good reviews on Amsoil Severe Gear 75w-90 as well as the Valvoline Gear Oils 75w-90, both readily available from many auto parts stores. (See <https://www.amsoil.com/p/severe-gear-75w-90-svg/?code=SVGQT-EA> – and - <https://www.valvoline.com/our-products/grease-gear-oil/synpower-full-synthetic-gear-oil/>)



I have for years used a Sta-Lube Gear Oil Pump, (See picture), to easily and without mess get replacement gear oil into the access hole on the side of the transmission. The pump offers the added benefit of embossed markings in ounces so you can tell with simple subtraction how much transmission fluid is pumped into the transmission as you go. This is handy for your maintenance records and for trend analysis of how your transmission is behaving. (Remember a “full” Transmission is noted by a slight skim of fluid on the bottom of you pinky stuck into the Transmission Fluid access hole on the side of the transmission.) Unless you see or smell transmission leaking on your garage floor you will most likely not need to add transmission fluid between oil changes but if your swing axle seals fail or your axle boots tear you may see some transmission fluid on the floor. It has a distinctive acrid smell, more so than engine oil. If you see the leak source the repair is not too hard to accomplish.

Brakes – From driving, even a bit, you will know if your Brakes are pulling evenly. If not, it will be time to at least adjust the brakes (not such an issue with self-adjusting C model Disk Brakes) then bleeding the brakes and possibly exchanging all the existing fluid with new to check for discoloration due to rust (noted by a cider to coffee coloring as the old goes out, changing to clear as you replace all the fluid with new). If the old fluid coming out is particularly dark you should pull some or all of the Brake Cylinders and check for rust at the bottom of each Slave and the Master Cylinders. If you can see or feel

with your “pinky” any rust at the bottom insides of any Brake Cylinders then you should look into replacing all the Brake Cylinders, either with rebuilds with new bronze linings or new. The thought here being that if one is rusted and the fluid is a dark color then in all likelihood there is rust damage in all cylinders. If you see no or little discoloration, then just the Brake Bleeding followed by checking your brake fluid to the Full Line on the Brake Fluid Reservoir will be all you need to do.

Note: Rust forms in brake cylinders, basically because Brake Fluid is water soluble and over time, particularly when a car is stored with little use, any accumulated water will settle out of suspension in the Brake Fluid. Water in the system is forced into suspension within the brake fluid by repeated pumping of the brakes in normal use. (Actually, doing this when you feel your brakes a bit “mushy” is repeating this interesting Physics experiment. But unfortunately, repeating this experiment does not fix the problem “long term” and you will have to address the water in the system by the steps described above.)

Note: If when Bleeding your Brakes, you see frothy or foamy fluid coming through the clear tube you may be seeing the water being expelled from the system, but in any case, of the cause of discolored or frothy brake fluid you want to continue to bleed your brakes until you see clear and colorless fluid at each of the bleed points. You certainly will if you complete bleed through all your brake fluid and replace it with new clear Type III/IV Brake Fluid.

Water molecules are heavier than Brake Fluid so the Water out of suspension will sink and puddle in the low points of the Brake System, generally in the cylinders. Actually, water will settle in the Brake Lines too and may rust them as well but most of the water acquired in a brake system generally comes in through the Brake Fluid Reservoir which sits atop the Master Cylinder so the water thus settles first in the Master and may be pushed to the Slave Cylinders. As water settles to the bottom of each Brake Cylinder it causes the steel cylinders to rust. The Ferrous Oxide bubbles up to the surface of the steel Master & Slave Cylinders at the bottom inner race of each, leaving a rough surface which gradually shreds the rubber caps of the Master & Slave Cylinder Pistons as they pass over the rusted sections. If the rusted surfaces are allowed to progress large enough or deep enough then the affected cylinder(s), likely all of the Slaves and the Master at this point, will not be “re-buildable” with a Brake Cylinder Re-build kit of rubber cups as you will not be able to hone out the rust and result in a round cylinder for the pistons and rubber cups to properly seal. Therefore, the Brake Cylinders (Slave and Master) must be replaced, either with new OEM cylinders or bronze sleeved rebuilt cylinders. The benefit to the bronze sleeved rebuilt cylinders is that they will never rust again, but the sleeving cost per cylinder is about the same as a new cylinder.

A replacement OEM type Brake Slave Cylinders (6) replacement kit will cost ~\$260.

A replacement OEM type Brake Master Cylinder (1) replacement will cost ~\$130.

Aside: If you are faced with replacement of all Brake Cylinders it might make “dollars and sense” to investigate a “Dual Stage Master Cylinder Conversion Kit” like offered by Zim’s Autotechnik (See: <http://www.allzim.com/store/356-dual-stage-master-cylinder-conversion-kit.html>) for either \$299.95 made in Germany or \$225.95 made in Brazil instead of the OEM type Single Master Brake Cylinder.

The benefit to a Dual Master Brake System is that your Brake Pedal pressure is bifurcated into two systems, one pumping the front brakes and one pumping the rear brakes. Knowing that ~70% of braking is provided by the front brakes, with a Dual Master Brake System you may not immediately know that you have lost the rear brakes. However, I can tell you from personal experience that losing one rear slave cylinder and thus all my brake fluid in my OEM Single Master Cylinder Brake System quickly resulted in 100% of No Brakes.

The difference in cost between OEM and Dual Master is about \$100 to \$170, depending on Brazilian vs. German manufacture but the difference in peace of mind is immeasurable.

As a last step to checking your awakened Brake System, carefully look at all components for leaks from the cylinders to the Brake Flex and Hard Lines. And then take your 356 for a ride.

Tires – “Where the rubber meets the road” are very important to the smooth running and specific “feel” of our 356s.

Aside: It is always interesting to note how many 356 to 912/911 converts so easily transition from regaling audiences about the “special driving feel of a 356” into their new opinions about the longer wheel based and more stable and powerful ride of the ’69 and newer 9-series cars. Perhaps with age some of us have grown accustomed more to luxury and power than the incredibly well-balanced drive of the 356 and more sedate laterally opposed flat-4 power.

Sidewall Checking or Cracking – Due to our lack of routine driving our Tires age more from sitting and getting brittle than the chances that we might run the treads bare. This is another interesting artifact or tacit commentary on our drivers’ advancing average age and maturing driving habits. The first area of interest would be to look at your sidewalls for checking or cracks in the surface rubber. It is also very key, again while the car is “up”, to check for the same-same on the inside sidewalls. We typically clean, perhaps add Tire Shine or Wax to the outside Sidewalls for appearance sake but we rarely give the inner side walls any consideration. Whereas all surfaces of our tires are

affected by environmental conditions and driving habits, the outer sidewalls are also affected by sunlight whereas the inner sidewalls are subject to Engine Heat and corrosive Fluids that may be leaking. Therefore, both the outer and the inner sidewalls need to be inspected. And if you find any sidewall cracking / checking you will be best advised to replace the Tires.

Another point aging is time since manufacture date to present of each tire. Typically, we buy sets of four (4) probably for the consistent look and feel of four new tires on the road, but you should also be concerned for how many years your car has been supported by the rubber on the four corners. You will again find that the sidewall holds the coded answer of tire age of each tire. I say coded because you will find a long (14 characters) series of number and letter subsets identifying the specifics of your tires. Since we are now only speaking of the age of your tires you only need now concern yourself with the last four digits which will tell you the two-digit week of manufacture and then the last two digits for the year of manufacture. Research shows that tire rubber begins to become brittle at about six (6) years but depending on how you drive and in what conditions, your tire rubber may become brittle sooner. So generally, even if the tread looks fine, and you see no cracking or checking ... if your tires are 6+ years old you should be considering your next set and surely by the 10th year of rolling thunder, good headwork suggests that you get a new set. (See 2020-4 Newsletter for photo of numbers.)

Lastly your Tire Air Pressure is important, not only for ride quality but for expected Tread Wear. Roughly speaking less air provides a softer ride as the tire tends to squish around the wheel whereas more air makes for a harsher ride. If you are like me, and many others who have gone to a wider and larger 185/15/5.5” wheels and tire sets, you may want to add psi above that suggested in your owner’s manual as that printing was assuming much smaller 155 or 165 size tires, at the same wheel diameter, but with narrower OEM wheel rims of 4.5”. These OEM wheel and tire specifications speak to the “356 feel” when driving whereas the larger tires tend to smooth out the cornering of my 356B at a different aspect of the driving feel. In my larger tires I plus up to 30 psi in the fronts and 34 psi in the rears. If you follow suit with larger wheel and tire sets, try your Front to Rear Air Pressures at different psi’s to see what specific mix meets your driving pleasure.

Aside: It is interesting to note that some of the later 9-series cars were offered with 14” wheels and cushier tires for a “Comfort Ride”.

Battery – Appearance of your Battery may give an indication of how old it is but there should also be a four (4) digit stamp or sticker on the top indicating the Battery’s Manufacture month and year. You should expect to get about four (4) years use from a wet cell battery, although I

recently clocked almost 11 years before needing to go to a new dry cell battery. We will see how long the new technology “dry cell” lasts but I really like that it will not leak battery acid. Before just buying a new Battery, I went to Batteries Plus (356CAR Member Don Tollefson’s store) on Howe About Arden and had my old Battery’s Charge and Discharge rates checked because I needed to recharge my battery with almost every start. See Vlade, the Store Manager, and tell him “Louie Sent Me” to get his quick Battery Test and then a great 356CAR deal on a new Battery. (I did.) When you are done with the transaction, Vlade will love to hear the story of your 356 and he’ll regale you of his auto collection too. With your new battery “good to go”, and under the guidance of a trusted source, you’ll be on the road.

I also bought an Automatic Quick Disconnect Battery Trickle Charger from Vlade so my 356 sits at full 6v charge at all times and is ready to go whenever I and the Weather Man agree that it is appropriate to Sally Forth. Again, if you mention “Louie Sent Me” you will be pleased with Vlade’s reaction at the bottom line for all 356CAR members.

Lights – Perhaps the most important Safety Feature on our old cars is the suite of lights we have to drive with at night or in other conditions of limited visibility, plus while turning and stopping. Normally we do not take our sweet rides out during inclement weather or after dark but that is really not a good excuse for not making sure that all Head, Turn, and Parking Lights shine bright and follow appropriately your Switch selections. Like most things on a 356 the electricals are not complicated and with a modicum of study one can figure out what the books are telling you to do to correct any problem but there are two major systems to consider, those being the original 6v vs. 12v conversion. I do not recommend going to 12v as the cost and complication of changing so many 6v to 12v components does not warrant the progression, but then I am happy to drive a drum brake 356B over a 356C disk braking system, although I had one of each cars in my garage for many years. I ultimately sold the restored 356C in favor of reploughing the money, and more, into my ’63 356B restoration and I am quite pleased I did. So, some would already question my suggestions ... but each to his own.

If you find that any of your lights do not work as expected, the problems could be as easy as a burned-out bulb, a failed fuse (which should key further investigation), a corroded ground or very unlikely a failure of the wiring harness. I say the latter is unlikely as mine and many other 356s are running their original factory wiring harnesses and if anything is wrong, after checking the obvious noted above, it might be that some of the wires evince a bit of corrosion, which can in most cases be cleaned.

If your lights work “as original” you may ask yourself “Are my lights good enough for today’s mostly high speed and congested freeway driving conditions?” or “Can other drivers see me well enough to avoid crowding or hitting me?” To answer both questions and bring your 356 to higher levels of “sight ahead” and “be seen from behind” there are a few things that can be done to improve the OEM 6v system, each relatively easy for the owner cum “shade tree mechanic”, and not too costly.

Let’s start in the rear as we need to be seen from behind even on good weather days, and again we do not tend to drive very often at night, so our look ahead is typically good on our pleasant sunny California days. The effectiveness of 356 OEM tail lights run from marginally seen “Beehives” on the earlier cars to passably bright “Tear Drops” on the later B & C models. Without re-opening the hornet’s nest of 6v to 12v Conversion to get more ‘trons to the corner lights, let’s investigate the options to make our 6v Lights brighter. The first suggestion is to replace the incandescent bulbs and push & turn sockets in your tail lights with LEDs and new Reflector sections from CU Layer. (See <https://culayer.com/product/model-356/>) This neat retrofit is literally “plug and blink” easy and can not be seen from the outside while boasting No Modification to any of the OEM wiring harness or ground leads. This is a simple hour’s work. To go along with the much brighter LED corners I recommend a Third Brake Light band of LEDs from the Lereyn Company (See: 831-636-3046 or <http://lereyn.blogspot.com/>) either situated in the center top of the rear window grommet or in one side of the top of the Engine Deck Lid. I like the former positioning as it provides a bit bigger 3-way Safety Triangle and I think it gives a better forewarning that a classic slow-runner is ahead, but others will contend that the Engine Deck Lid installation is a bit easier to install – but really neither is very hard. You should expect to pay \$100 per corner of the 3-way Safety Triangle. Regardless of the selected situation, higher or lower on the rear of your car, adding the Safety Triangle is money well spent. Some will note that LEDs, although bright, do not have much piercing power ... which is true but of little concern, IMHO, at the rear of the car as the Safety Triangle is quite bright enough and in cooperation with the following car’s head lights or on our typically bright and sunny day trips your presence ahead of a following car will be seen.

But LEDs as Head Lights, again IMHO, are not such a sure bet. However, it is a straight forward retrofit of LED bulbs and Head Light Assemblies for your OEM Sealed Beam Head Lights but while the swap gives you very bright LED lighting out to a few feet, the look ahead of LEDs degrades very quickly over distance. This is bad because you want to see ahead more than you care if oncoming traffic sees you opposing them – well maybe only a little more depending on how and where you are driving. But there is a clever series of fixes to make your

look ahead lights very much brighter than the OEM Sealed Beams which begins with stepping over or around the temptation to run with LEDs and by replacing your Sealed Beam Head Lights with H-4 Halogen Bulbs and Light Assemblies. Again, the retrofit is a quick hour’s simple work. And it is not hard to find such H4 Bulbs & Assembly sets for under \$100 for both Left & Right Head Lights. You will be smart to replace your Head Light “pig-tail” connectors, as after ~60 years the originals deserve a rest. While not mandatory, these will cost you about \$20 for both Head Lights.

Now the amazing fun begins. Once you have the Halogen Bulbs, new Head Light Assemblies, and new Pigtailed you will want to consider the benefits of 6v Head Light Relays, a feature not thought of when our cars were new. Again, by rounding out the sequence with HLRs will reaffirm adequacy of your 6v Battery power without going to the expense and difficulties of a 12v Conversion. The HLR concept is to draw Battery Power to the Head Lights directly, thus obviating the old Wiring Harness, its possible corrosion and the combined aging resistance of the wiring going from the battery to the light switch and the fuse box and then through the Wiring Harness to the Head Lights. (One gets tired just thinking about the electrical road trip envisioned.) There is a well proven Head Light Relay developed by Joe Leoni, if memory serves, and available from the usual 356 Parts Vendors that too is “plug & wink” simple to install. The HLR Kit plus Tax & S/H will set you back about \$230 ... but there’s more ... The HLR not only directly powers and greatly illuminates your Head Lights with more fresh and ready to work ‘trons but it also obviates the Head Light Switch by running the needed power through the HLR thus saving your OEM Head Light Switch. This last bit of surety will save you more than the price of a replacement Head Light Switch - if you can even find one.

Wipers – Although we seldom drive our valued rides in wet weather, it is good headwork to inspect your wipers for cracking, tears, and that they are pliant to the touch while making good contact with the windshield throughout their sweeps from right to left. It is also a good idea to halt the wipers in various positions of their normal travel to make sure that the switch is working properly and that the wipers retire together at the bottom of the windshield. It is easy to adjust the travel of the wipers by removing the fastening nut on the out of misaligned wiper, pulling the wiper arm off the mount, and adjusting it forward or backward a couple of splines until both wipers retire all the way down together. When adjusted, secure the fastener.

If your wipers studder across, skip over spots on the windshield, or have holidays in their contact with the windshield, it is best to replace them. You will notice when shopping for wiper blades that very few auto parts stores carry eleven (11”) wiper blades that our cars require, but there is a quick solution in that one common

22” blade can be easily cut in half to make two 11” blades. Typically, the new 22” Wiper Blade will come with a new arm that usually fits almost any car. You will not need that piece so discard it. I recommend re-using the original stainless steel backing spines from the old wiper blades in the new blades, 2 to each wiper blade. You will note that the original wiper blade spines have the keyed ends that fit nicely into the wiper arms to securely hold your blades in place on the arms. Or you can cut the new 22” backing spines in half to make do without any concern for security of the blades to the arms as the mass of our mini-11-inch wiper blades passing back & forth through a less than 180-degree arc will not develop enough centrifugal force or react to the reversed inertial pull to dislodge the wiper blades from the arms (but you suspected that to be the case).

You may need to play with the spring clips on the wiper arms to make sure that your wiper blades are pressed uniformly on your windshield.

Finally, in closing, all of the above routine annual maintenance and even the suggested enhancements can be accomplished smoothly by any 356CAR member equipped with a few hand tools and the inclination to read the manuals. If anyone runs amuck or has questions, you know other 356CARs will gladly help. Enjoy maintaining and driving your 356.





Jack Staggs

VINTAGE SPECIALIST



ESTABLISHED 1972

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356CAR Members Mart

by Lou Fifer

Continuing with this issue we are offering the opportunity for 356CAR members to sell 356 Parts or look for needed bits and bobs, or to coordinate service requests of other members. We hope this new Classified Listing Service will scratch your certain itch(s), for example:

- Have you been looking for a specific part, perhaps one that is hard to find?
- Do you need or have storage space?
- Have you just not taken the time to search for some missing bit?
- Do you need something to mend a so-so working situation?
- Have you perhaps too many of something?
- Did you change 356 models and no longer need parts for your former ride?
- Have you developed a neat way to perform some restoration task?
- Do you need help for a project?
- Or maybe ... you have that one-of-a-kind "raddem-on-the-frange-handle" that nobody else has seen in many moons ... that you might be willing to part with it ...

If any of the above perhaps or maybe situations seem to fit your needs and stock of parts, send me a description of what you have or want, noting that pictures are still worth the usual "thousand words", include your asking price, and some ideas on Pick-up or Shipping TBD ... and I will take care of the rest ...

There will be No Listing Charge levied and No Consignment Fee accrued from any transaction in the 356CAR Members Mart but rather we are offering this enhanced newsletter feature as a new way to put parts, members, and services together. Think of this as similar to but a local version of the 356Registry Classifieds - BUT only available to 356CAR members for listing or buying as we further support one another in our 356 Hobby. Very likely, you will find what you need in a friend's stash of gems and it is hoped at a Saving\$ on Shipping.

Have a look at the following entries in the 356CAR Members Mart.

Leather Goods: (Available in Black or Tan)
Contact Lou Fifer (louisfifer@gmail.com / 916-749-5532)

All Strap Sets will be Weather Proofed for Delivery and re-done annually Free of Charge.



Interior Luggage Straps - \$150



Lietz Exterior Luggage Straps - \$150



Reutters Exterior Luggage Straps - \$150



Scratchless Key Fob - \$10



Amco Large Exterior Luggage Straps - \$200



Amco Small Exterior Luggage Straps - \$150



Spare Tie Down Strap - \$40



Tool Roll Strap - \$20



Classifieds



356 Bra looking for good home.
Good condition. Best offer.
Contact Ernie.Upton@gmail.com

916 789 8830



Version "3" of the 356CAR grill badge are available. This beautiful, limited edition cloisonné badge was designed by 356CAR member Dave Lauck. It measures 85 mm in diameter and comes with mounting hardware. When we are meeting again, buy them at the Sacramento or Newark breakfasts for \$30, or \$36 (incl domestic shipping) from the 356CAR.org. For questions, contact Dana McDaniel (415-320-0734 / dnirm47@gmail.com).





What's It?

by Who's It

See how many 356 parts you can ID in this pile o' junk.



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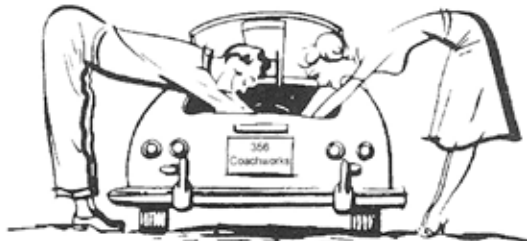
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Are You Interested in Writing for 356CAR?

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

Note: Article copy & photos must be to Lou Fifer, Copy Editor no later than the first day of the quarterly publication month, i.e.: 01Mar for the 1st issue; 01Jun for the 2nd issue; 01Sep for the 3rd issue; and 01Dec for the 4th issue. With articles and photos submitted on these production deadlines will insure that we will be able to publish our 356CAR newsletter at the end of each quarter: 31Mar, 30Jun, 30Sep and 31Dec.

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

Sorry, but we can't accept a Microsoft Word file with any embedded photos in the text, *unless you send us the "full size" versions as well.*

Email your contributions to: louisfifer@gmail.com

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 though the [356CAR.org](http://www.356car.org) website with a message to the membership chair:

<http://www.356car.org/contacts.html>

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Has Your 356CAR Membership Expired?

look at your mailing label and email inbox

July is the month for 356CAR Renewals so please act if you have received a reminder email/call. Please be on the lookout for a reminder. Renewals can be made using the membership form on the 356CAR website and payment can be made online. Checks sent to our membership chair are also good.

Please note the cost of a hard copy newsletter is now \$25/yr. If you are using a membership form from an old newsletter, you will need to adjust the amounts.

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:
Dana McDaniel
31 Coronado Court
Novato, CA 94945 or order online at 356car.org

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-member's name		
address		
city	state	zip
phone (day)		
phone (cell)		
email		
co-member's email (if they would like to receive 356CAR emails)		

preferred meeting location

- Sacramento Santa Cruz Pacific Grove
 Bay Area Hollister

membership

- new renewal

Membership Dues

Dues renew every July 1st

	Online Newsletter	Hardcopy Newsletter
1 year:	<input type="checkbox"/> \$15	<input type="checkbox"/> \$25
2 years:	<input type="checkbox"/> \$30	<input type="checkbox"/> \$50
3 years:	<input type="checkbox"/> \$45	<input type="checkbox"/> \$75

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

356 CAR
2931 Lacy Ln
Sacramento, CA 95821

6/2020

356CAR

California Alta Region

**31 Coronado Court.
Novato, CA 94945**