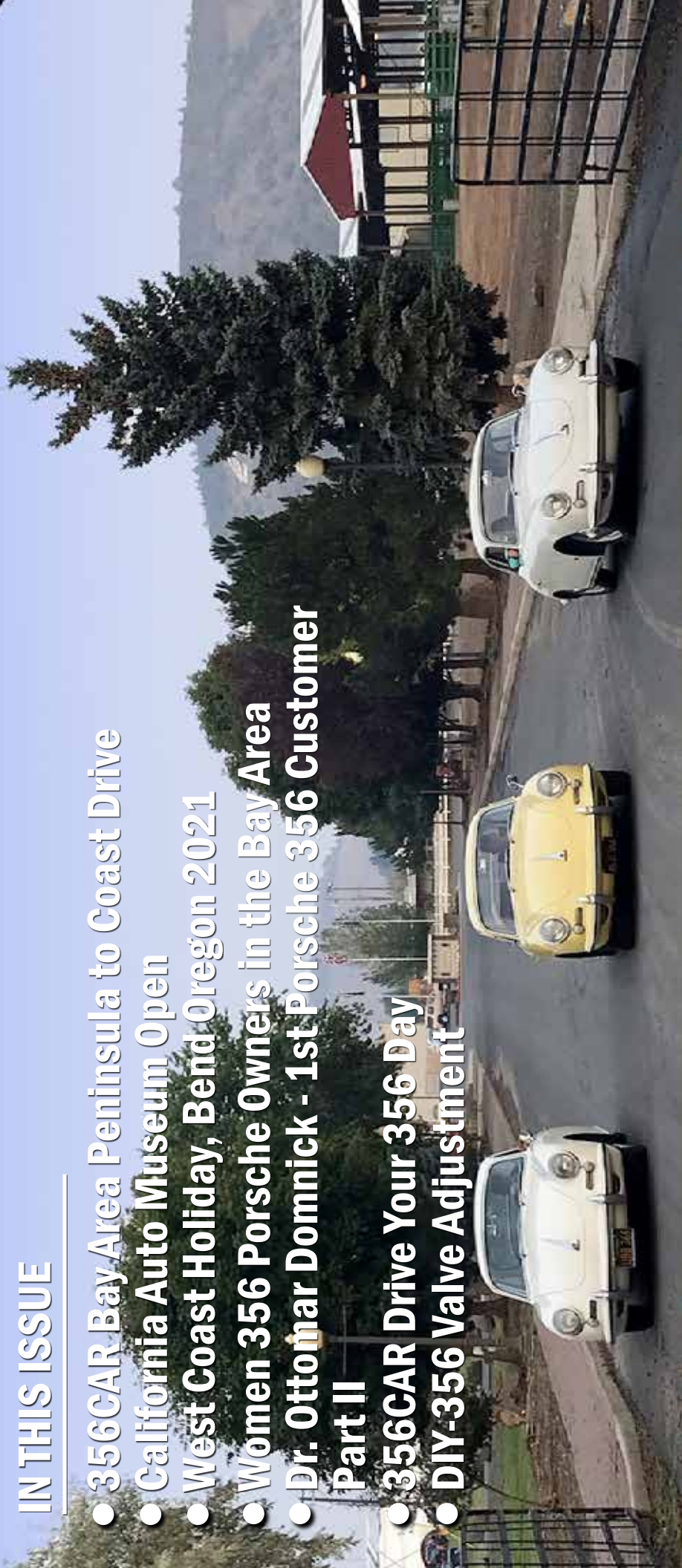


**CRUICK COUNTY FAIRGROUNDS**

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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.

**1<sup>st</sup> 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

**2<sup>nd</sup> 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.

**3<sup>rd</sup> 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.

**5<sup>th</sup> Saturday  
9:00 AM**

### Central Coast Breakfast

5th Saturday 356CAR Breakfast - 9AM, The Grill at Pacific Grove Links, 79 Aliso-mar Ave. All are welcome. RSVP to Steve Douglas

Stay tuned to [356CAR.org](http://356CAR.org) and emails for reopening of our regional meetings and locations.

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See [356CAR.org](http://356CAR.org)/Calendar for  
Coming Events



Cover Photo: 356CARs at the County (Fair) Line

# President's Message

by Kim Nelson

## West Coast Holiday

Rachel and I had been looking forward to this event for several years and then with all the fires in Northern California and Oregon we were not so sure it was a good idea to go. But we did go, and it turned out to be another fabulous 356 Holiday. The drives, river walks, social gatherings and tech session were all wonderfully planned. However, one activity that many of us were looking forward to, the Mt Bachelor Sunset Dinner, was cancelled at the last minute but several of us got together and found a wonderful Chinese restaurant that was within walking distance of our hotel. Thursday evening saw a rain shower in Bend, and we woke up Friday morning with beautiful crisp/clean air which made the rest of our stay in Bend much more enjoyable! Thursday afternoon was the 356 Holiday Gathering. I counted about 130 356's lined up on the fairground lawn with people taking pictures and talking all things 356. One of the highlights of this gathering was the presentation of two 356 Registry Hall of Fame Awards to Bob Garretson and Fred Nielsen for their long-term contributions to the 356 Registry. On Friday we were treated to a 356 Oktoberfest Celebration by Porsche of Bend. This was held in one of the local parks and again the food was delicious and the camaraderie of our fellow 356 enthusiasts was great. As with all good things, they just seem to end too soon. Sunday morning saw us at the Porsche of Bend dealership for the swap meet, breakfast treats and goodbyes to all our old and new friends. Our drive home was fairly uneventful except for one period of about 10 minutes. It seems that an 18-wheeler (see picture) couldn't be held up by a small group of 356's traveling Hwy 97 outside of Bend. I was doing my best to Keep the 356 Faith but I've got to tell you, I was getting a bit nervous! In the end the trucker managed to pass three cars and another 18-wheeler all in one go!



## Christmas Tree Decorating and Potluck at Sacramento's California Auto Museum

This is an annual event for 356CAR and many other Northern California car clubs, always scheduled on the Sunday after Thanksgiving. This year it will be on **Sunday, November 28th** starting at 2:00 in the afternoon with the Potluck starting around 4:00 pm. I would like to encourage our members from the Bay Area and beyond to consider joining us for this event. In 2019 we had a little over 80 Porsche friends

join us for the afternoon and in total I believe we had about 350 people from 25 different car clubs converge on the Museum to decorate it for the Holidays. Watch for more detail on this year's event in our November email update.

The California Auto Museum is a wonderful place to visit at any time of the year to review the history of automobile travel and enjoy seeing many very nicely preserved examples of motoring history. And as our Club is a sponsoring member of the Museum, all 356CARs are offered one FREE Admission to the Museum each year.

## Save The Dates! – April 28th – May 1st, 2022, for North Meets South, San Luis Obispo

It's our turn next year to put on North Meets South and our event leader, Jenny Derich, and her team are busy planning all the details of the 4-day event. Our host hotel will once again be the Embassy Suites with their great meeting and banquet rooms and of course their social happy hour which we have all come to enjoy! Look for our club email blast for the opening of NmS Registration, probably after the first of the year. If you are new to 356CAR or perhaps have never attended a North Meets South event, you don't know what fun you are missing. It's a tradition going back over 35 years and it is one of the best West Coast gatherings of 356's!

## Do you have an idea for a 356CAR Event?

2022 is going to be a great year for our club and your Board would like to ask you to help. As you can imagine we are always looking for new events and activities to share with our members. Do you have an idea for a driving tour? Do you know of an interesting car collection or someone's garage or man cave that they would share with us? Can you or do you know someone who could put on a Tech Session for our club? The ideas and opportunities are endless and yet can be as simple as a scenic drive to your favorite winery after a breakfast meeting or as involved as putting on a two-day event out of the area for the club. But no matter what your ideas might be, we need your "spark plug" initiative to get a new event going. Contact our Events Chair, Barney Speckman, or any board member with your ideas and know that you will have full support from your board!

## Coming Events and 356CAR.org Calendar

Activities continue to develop and sometimes change rapidly in our club so please regularly check our 356CAR club email blasts and the 356CAR.org "Calendar" section for dates, details, and reminders for Coming Events. While we send out monthly email announcements and reminders of major events, there are a lot of events throughout each year so your best source of information will be our website.

As always, if you have any questions or comments about your club, please call me or drop me an email. I always enjoy talking with our members about your club. Keep the 356 Faith!

Kim

## 356CAR Member Update

by Dana McDaniel

Since our last newsletter published in June, our club has added 7 new members and 5 co-members. Our club is now a total of 315 members.

We also have 74 of our members due for renewal now. Club activities are increasing, and membership keeps you up to date on the latest information. Current 356CAR activity emails have been going out showing if your membership needs to be renewed. You can also contact me if you have a question about your status. Renewal is easy. Go to 356CAR.ORG and select the Membership page. You will see STEP 1 with a form to update your contact information (even if it's the same). STEP 2 lets you securely purchase your renewal with PayPal or a credit card. The Membership page also has a mail-in form with instructions if you want to pay by check. Let's keep a full membership to share the fun!

Let's also give a warm welcome to our new members.

<b>Joe &amp; Jennifer Burch</b>	Carmel by the Sea
<b>Vincent De Santis &amp; Bonita Wirth</b>	Lincoln
<b>Steve &amp; Wendy Fields</b>	Carmel
<b>Chris Hoff</b>	Orinda
<b>Peter Silten</b>	Atherton
<b>Theresa &amp; Roy Tuason</b>	Sunnyvale
<b>Anthony &amp; DeAnna Villalobos</b>	Ripon



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# July 10, 2021 - 356CAR Bay Area Peninsula to Coast Drive

by Larry Anderson

It was hot on the Peninsula but cool at the coast for our July 10 fun drive from Redwood City to Half Moon Bay. Seven gorgeous Porsches (including two outlaws) and 13 people made the trek. Most started at the Redwood City Porsche dealer at 9:30, then drove up Woodside Road to Skyline Boulevard to our meeting spot across the street from the famous Alice's Restaurant. Also, that was the meeting spot for a very eclectic motorcycle club, although they left with hearty exhaust notes shortly after we arrived. We met some of our 356CAR group there, grabbed a cup of coffee to go, and proceeded West among the lovely

Redwoods, through La Honda, to the equally famous and colorful San Gregorio store. With a local troubadour singing folk music in the background, some coupled snacks with Virgin Bloody Mary's while others had Latte's. This store is a great spot to buy a cowboy hat or shirt, "colorful" greeting or gift cards, funky books, and miscellaneous politically themed T-shirts.

Once we finished our drinks and snacks, we drove a couple of miles West to the coast, then North to Half Moon Bay, where the temperature was very comfortable in the low 60's, with the sun out at the beach as we arrived. We stopped

for lunch at the Miramar Beach restaurant, on the ocean, for options of great clam chowder, fish and chips, and other terrific seafood items. The wait staff set up an outdoor table for our 13 all together as we congratulated ourselves on choosing the perfect destination while avoiding a hot day at home. After a delicious lunch, we headed back, with most going North to Pacifica to avoid the traffic on Highway 1 going South.

The votes are in revealing that A good time was had by all.

## California Auto Museum is Open

by Kim Nelson

If you're a gear head, the California Auto Museum, located at 2200 Front Street in Old Town Sacramento is a great place to visit. On display you will see over 150 cars ranging from a 1903 Curved Dash Oldsmobile to the 60's muscle cars and everything in-between including one of our beloved 356's. Exhibits rotate frequently through the Museum so there is always something new to look at. (See [www.calautomuseum.org](http://www.calautomuseum.org) for hours of operation and details of the current shows.)

As a Car Club Member of the Museum all 356CAR members get one free entrance to the Museum each year. All you have to do is tell them you're a 356 CAR Member when you walk in. We also get free use of the Museum's Conference Room for any type of meeting or party

and we can also put our cars in the museum for a one-month period during the annual Car Club Cavalcade. Traditionally, our Club has been featured in the Car Club Cavalcade every other year during the month of December and over the years we have put on some wonderful Porsche displays for the public.

An event that our car club has participated in for more than 10 years is the annual Christmas Tree Decorating Party and Potluck. This is just a great way to kick off the Holiday Season with your friends. This event is always on the Sunday after Thanksgiving as we plus and other car clubs decorate the Museum for the Christmas Holidays with each club's artificial Christmas tree placed in various locations throughout the museum. Afterwards we have a big potluck

with a short program and raffle. Last year we had about 350 car loving people participate including over 60 Porsche club members and everyone seemed to have a great time.

The Mission of the California Auto Museum is to Preserve, Exhibit and Teach the story of the automobile and its influence on our lives. To that end, they work hard and for the past 34 years have been doing a great job. You can check out all the goings on at the Museum on their website at [www.calautomuseum.org](http://www.calautomuseum.org)



# West Coast Holiday, Bend Oregon 2021

By Kurt Campbell & Elaine Cannon



Lake view seats on the mezzanine deck at Crane Prairie Reservoir

It's been about 2 years since our last West Coast Holiday in Flagstaff. But this year's event was a great trip and proved to be a great adventure.

While the first plans called for a 2020 WCH, "due to circumstances" the Event Planning Committee planned was required to set their expectations for our next WCH in 2021 to be even better in Bend, Oregon as the still designated host location. Then added to the Covid Pandemic, the WCH Planning Committee revamped their plans for a 2021 event, again in Bend, OR. With the pandemic still evident, albeit on the downhill side of the bell curve, realities and issues were still evident but everyone was very much looking forward to the re-scheduled adventure when not

one, not two, but a half dozen major forest fires and accompanying smoke and unsafe air quality fouled the planning equation. At that time, plans needed to be reevaluated, routes were changed, reservations canceled and re-made, while motivations were reexamined. Tough decisions were made, all for the right reasons and yet, groups of determined individuals persevered. What they found when they got through their smokey voyages North from NorCal was a well-organized, thoughtful, and grateful group of organizers that had worked long and hard to pull off the best event possible given the circumstances.

First, Bend is a beautiful place to visit. The scenic Deschutes River that runs through it is a stunning waterborne parkway that the locals



brag is why their local beer is so good. They may have something there. There is a more "adventurous" feel there with many options to choose from, including river canyon drives, ski areas, and valley meadows, and of course dare I say the surrounding "charming" towns. In general Bend, and surrounds were outstanding.



Crane Prairie Lakeside Resort



The gathering at the Crook County Fair Grounds was a hit combining local music, food, all you wanted gelato, door prizes, free-flowing beer ... and made even better with brilliant sunshine after the rain cleared the smoke.



The Oktoberfest the next day was also a hit. People were encouraged to wear their best festive attire and the Nor-Cal contingent got the message. The men in Lederhosen and the Ladies in their Dirndl dresses, plus one Campbell Plaid Kilt Kicker, combined in a sight to see. The evening pool gathering grew each night until at last count there were 28+ good friends and new friends sharing the day's stories augmented with and "adult beverages". For anyone with a later than 10:00 curfew, there was an indoor spa where stories could be embellished or corrected as memories served.



*Oktoberfesters*

There was nothing less than "two thumbs up" offered in appreciation for this year's 356Registry West Coast Holiday's many events, all made particularly challenging with the Covid pandemic restrictions and spotty Qir Quality due to the forest fires. Those fortunate enough to attend WCH 2021 enjoyed our 356 camaraderie and the spirit of tribute to our Porsche 356s at this fantastic event. As usual, some spirited driving, some wine, great beers, and spirits attended the smiles on faces all looking forward to our next get together.

**From Elaine Cannon:**

They say that the third time is the charm – however for the West Coast Holiday 2021 it was the fourth time that worked. Two years of scheduling conflicts and one year of COVID meant that September 8 to 12 in Bend, Oregon had to work or else.

We had four 356s traveling together – Mike & Brenda Terzich, Kathy & Bob Murray, Leigh Rutledge & Bill Hambrick, and Bob & Elaine Cannon. Our original plan was to go early to spend some

time at Lassen National Park, but we had to drive on as the park was closed due to the Dixie Fire. Plan B took us from a meeting point in Lincoln to lunch at Sierra Nevada Brewery in Chico to a short drive between Red Bluff and Redding on I-5 and on to Burney, CA. There we stopped at the Alpine Drive-In for incredible ice cream. Thank you, Bill, and Leigh, for that suggestion. That stop, however, was sad news for our '65 cab as it wouldn't start. Bob and the others thought it had something to do with the starter relay. A quick call to the guys in Bend and they immediately offered a solution – a guy with a lift in his garage. From that point on to Bend we had to park on a hill or rely on the muscle power of Bill, Mike, and Bob for a push after each stop.



*Alpine Drive Inn, Fall River Mills, CA - Ice Cream*

We spent the night was in Fall River Mills, CA. Early the next morning some went to Annie's Rendezvous Café for breakfast in McArthur where they got advice on what to do in Bend from the old guys sitting at "The Table of Wisdom." From Fall River Mills we took back roads to Tulelake, CA, then to Klamath Falls, OR and finally to Bend on Tuesday. That night we had drinks and dinner at Boneyard Brewery, one of the sponsors of the event. On Wednesday people started arriving at the Shiloh Inn, the Goodie Store was open, and small groups started exploring on their own. Many of us took the advice from the "Table of Wisdom" guys and drove to Silver Moon Brewery Wednesday night.



It was a lovely night of country music by the Jesse Daniel Band, great beer, and a choice of food from three different food trucks. We were beginning to feel right at home with the locals in Bend.

Thursday's planned activities included several guided tours plus some suggested on-your-own drives. We decided to go on the Cascade Lakes Scenic Byway tour. It was still up in the air if the sunset dinner that night at Mt. Bachelor would happen or not. The tour groups stopped at Mt. Bachelor on the way back and most of the people decided not to attend because of the haze. Some people ended up at Zydeco Kitchen & Cocktails (Northwest cuisine with a Southern



*Silver Moon Brewery and the Jesse Daniels Band*



*Gathering before the run out to Cascade Lakes*



Fairground BarBQers

twist). Some went to Blacksmith (Bold Cuisine in an original blacksmith shop). Bob and I and others went to Deschutes Brewery Bend, which is the original brewpub in Bend.



A little rain to clear out the smoke



Overnight on Thursday it rained and continued raining into mid-morning Friday. When the rain stopped the sky was blue with fluffy clouds and we could see the beauty that had surrounded us all the time we were there. There were several guided tours to choose from that day. Our guided tour took us through the Crooked River Canyon on a spectacular drive down twisty roads into the town of Prineville to the Crook County Fairgrounds for the 356 Registry West Coast Holiday Party for Friday night's activities. The event volunteers had set up a tented area with tables and chairs and lovely centerpieces.



West Coast Holiday party



The town of Sisters Oregon

The town of Sisters is about twenty-two miles from Bend and was the site of an "impromptu gathering" on Saturday morning. The town is full of wonderful shops and antique stores. Our cars drew a lot of interest from the shop owners and others who were walking by. We heard lots of stories of "I/my brother/my uncle had one of those cars a long time ago and 'Wish I still had it.'" That afternoon Porsche Bend sponsored an Oktoberfest Celebration in a downtown park. Many of the Sacramento folks showed up in their Oktoberfest clothing to make the dinner even more fun.



Crater Lake

The Goodie Store was open for more Porsche related items. Once we had parked the cars for viewing the party started. The food, the music, the sharing with old and new friendships - all were great! Boneyard Beer supplied the beer and Bonta Artisan Gelato provided the best dessert ever. A highlight was when Michael Branning, 356 Registry President, introduced Fred Nielson and Bob Garretson as the newest members of the 356 Registry Hall of Fame.



Newest members of the 356 Registry Hall of Fame





*Diane and the Goodie Store is open for business!*



*Huey wants to share in the festivities*



*Mount Bachelor gathering*



*The band was ready to play*

Finally on Sunday it was time to pack up and start the drive home. But on the way out of town there was one more stop – a Swap Meet and “Mimosas with Amy” at the Porsche Bend dealership. A huge “thank-you” is extended to Ron Delmendo, Fred Nielsen, Fred Paine, and Bob Cannon for all the work that went into this West Coast Holiday 2021. They overcame many cancelations, delays, and weather issues to put on a great party for us.



*Ready for the Barbeque*

There were many smiles shared all around as we left Bend.



*The beautiful Deschutes River*



*Awesome volunteers...thank you!*

# 5 Women Porsche 356 Owners in 356CAR Bay Area

By Anne Lamborn



Theresa Tuason

I am noticing that there are now more women Porsche 356 owners in our 356CAR Bay Area. The first woman 356 owner I met was Susan Burnett of Los Gatos. For years, she and I were the only women owners of 356s that I knew about. But lately we have three more. I will tell you briefly about the five of us while we wonder if there might be more women 356 owners.



Leah Champion



Susan Burnett

**Susan Burnett** has two 356's. Susan says "My 1960 Super 90 Roadster is dearest to my heart. I purchased her in 1988, had her for 20 years, sold her, searched for her for 10 years and finally bought her back 3 years ago! My other love is my 1965 C Cabriolet. The first 356 I purchased

was in 1972, a yellow 1962 Roadster. I have had other cars, Mercedes, Ferrari's, and a '69 912, but the most special and wonderfully fun cars have been my 356s!"

**Leah Champion** lives near Half Moon Bay and garages there two 356's. She and her late husband collected many cars, restored them, and drove them. Her husband was also a musician, and artist. To honor him, Leah is restoring both their 1955 silver Speedster and 1958 blue Cabriolet. The Cabriolet was back on the road as of July 11, 2021. Leah's passions are unique as in addition to dishes on her kitchen counters, she has several model cars on the cabinet tops. She also has had a pilot's license and owned the Crab Cottage restaurant in Half Moon Bay. After her restaurant career, she worked as a real estate broker until her retirement to fully engage in restoring her cars.



Anne Lamborn

**Theresa Tuason** of Sunnyvale bought her 1963 356B Cabriolet (ivory/green) in 1990. Her uncle said that it was the perfect time to buy her “dream car.” She was only 27 years old, but she took the leap and bought it. Her car is beautifully maintained.

**Melanie de Monet** purchased her 1963 356B from another woman owner in 2018. Her husband, Philip, had recently celebrated his 50th with the purchase of a 2009 Targa 4S in GT silver. Melanie joked that her 50th birthday car would have to be a 356. To her great surprise, Jane Griffith posted her daily driver for sale on Next Door and Melanie’s birthday wish came true! She immediately swapped the hubcaps for baby moons and added the stone guards to the front lights. Then she redid the seat innards, some body work, rebuilt the engine and transmission. She loves the little window “air conditioning” like what she had in her very first car, a ‘72 Mercedes. In the meantime, Philip opted to sell his Targa when he found a 1987 911 on BAT. Melanie and Philip enjoy driving the hilly backroads between Los Altos and the Coast.

My (**Anne Lamborn**) husband purchased a red 1961 356B Karmann Notchback in 1962. When he died in 2001, I inherited the car, still sporting its original license plates. As it had sat idle for 10 years with many issues to be resolved, people often made fun of my “hunk of junk” but gradually, I got the car drivable, with the help of many 356CAR members. Finally, for its 60th birthday, I moved my 356 into a cute little Porsche barn with a gravel floor and a lockable door that my son built. Our restoration journey continues as we now have the carburetors out for rebuilding. Working on my 356 with my son reminds me that as a teenager, I learned to drive on my father’s red 1958 356A Cabriolet. I thought then and now that these cars are works of art. No one laughs at my car today, even though it is far from a perfect restoration, but I was quite complimented when AAA refused to tow my car because they said it was too valuable. Now that my car has its own barn, when friends see it, they exclaim it to be a true “barn find.” But as my son really likes the car it will stay in its special barn in our Porsche family tradition.

**Note:** I would love to hear stories of other women 356CAR member-owners, how & when you got your cars, the fun you had, and especially any restoration details.



Melanie de Monet

# Caffeine & Porsches

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Bay Area 356CARs at Big Sur 19Sep21



Bay Area 356CARs to Ferndale 19Sep21

# Gathering of the Faithful

by Craig Chu, 356CAR Historian

The first official meeting of 356CAR was held in 1983 in Sacramento. In 1993, the 10th Anniversary Celebration of the club was held at the Silverado Country Club in Napa. Jim Hardie was president then and also planned the event. Attendance was over 100 with more than 50 cars. While there have been previous events bringing together Sacramento and Bay Area members, this was the first event involving a brunch and optional overnight lodging for members from throughout Northern California.

The event was again held at Silverado in 1995 and in 1997, with the intent hold an event in the odd years when 356CAR was not responsible for planning North Meets South. Many hoped it would continue but it did not become a tradition at these early stages.

But, in 2005 with Jim Reeder as president, the Board decided to revive the "Gathering of the Faithful" events held at the Silverado. This time it legitimately became a tradition and has been held in odd years ever since. Over 40 cars and about 75 owners attended **GOF 2005** at the San Juan Oaks Golf Club in Hollister. Prior to the lunch, B&R Farms provided samples of a variety of apricot confections and chutneys. After lunch there was a drive to the California Warbirds Air Museum at the Hollister airport. The museum has a fully restored and operational P-51 Mustang fighter from World War II on display. Jack and Sally Biersdorff were co-chairs with Steve Douglas helping with the planning. Robert Curlee's article about the 2005 GOF appeared in the September 2005 356CAR Newsletter.

**GOF 2007** was again held at the San Juan Oaks Golf Club. Jack and Sally Biersdorff were again hosts with help from Alexis and George Selland, Alex and Diane Fucile, Ken and Irene Mort, Jack and Donna Leather, and Steve Douglas. The 356Goodie Store was set up from the 356 Registry by Diane Morrill, augmented by 356CAR members Bob and Elaine Cannon. At lunch, each table was decorated by a Porsche 356 silhouette centerpieces provided by George and Alexis Selland. One lucky person at each table got to take it home. After the lunch, there was an optional tour to the Pietra Santa and DeRose wineries.

**GOF 2009** was held for the third time at the San Juan Oaks Golf Club. Before and after the buffet lunch, San Benito County specialty food vendors had their products on display for sale. Members shared various Porsche-themed creations at lunch: Porsche 356 M&Ms, a Porsche Quilt, a blanket made from Porsche T-shirts, and a slide show of previous GOFs - All Thanks go to the same group that planned the previous GOFs.

The 356CAR Board decided to look for a more centralized location for **GOF 2011**. Len and Dorothy Owen live in Blackhawk and sponsored our event at the Blackhawk Country Club. Barney Speckman did the planning for the GOF at Blackhawk. Rocky Raymond presented an entertaining 356CAR-themed slide show with technical help from Garrick Huey. Each table had a carved pumpkin centerpiece all done by expert pumpkin carver Harry Servidio. Fred and Annette Huberty received the distance award for traveling 170 miles each way from Penn Valley. Michael Hodos neatly summarized the history of the club leading up to GOF ("The Gathering of the Faithful," in the 356CAR Newsletter of Sep/Oct 2011).

Jim Hardie led a caravan of 26 356's from Ted Blake's garage in Sacramento to the Grand Island Mansion in Walnut Grove for **GOF 2013**. About another 25 cars came from other areas of Northern California including Yosemite, Lodi, the South Bay, and the East Bay. Bob and Elaine Cannon planned the event which included appetizers and refreshments in the courtyard by the pool followed by a buffet brunch in the three-story central room. Bill King and Merry Geil were recognized as the members who had been in the club the longest. Jim Hardie auctioned off a ride in a recently restored A Cabriolet. Fred Huberty won the auction and drove his car home.

**GOF 2015** brought together 126 club members at the Sonoma Mission Inn for this year's Gathering of the Faithful. Rich Peters and Ed Morris planned the event and did everything from directing parking to running a raffle during brunch. Raffle prizes were from their own memorabilia collections. Ed describes his automobilia collection in great detail in the May/June 2012 issue of 356 Registry Newsletter. Everyone received a Mark Hoag-crafted 356CAR die-cut memo and pencil set. Over the years Mark has designed and produced a number of 356CAR die-cut designs as prizes for club members.

**GOF 2017** saw us return to the Blackhawk Country Club and again hosted by Len and Dorothy Owen, and again with Barney Speckman in charge of the event planning. In addition to lunch, the event featured tastings from Cline Cellars Winery plus olive oil and balsamic vinegar tastings from McCauley Olive Groves. President Kim Nelson recognized the service of several outgoing board members: Michael Hodos, Jim Reeder, Ed Morris, Rich Peters, and Ron Delmendo.

**GOF 2019** was again held at the Blackhawk Country Club, with Barney Speckman coordinating the event planning. The highlight of recent GOFs has been the recognition of members who have volunteered their services to the club. President Kim Nelson presented awards in

three categories: Certificates of Appreciation, President's Award and Life Membership. Certificates of Appreciation were awarded to sixteen members for their contributions over the past two years. The President's Award was presented to five couples for significant contributions over a minimum of five years. Life Membership was awarded to Michael Hodos for exceptional and sustained contributions for over ten years. Only six other members have been honored with the Lifetime Membership award: Ted Blake, Bob and Elaine Cannon, Steve Douglas, and George and Alexis Selland.

**GOF 2021** will be held at the Grand Island Mansion on October 30. Reservations were capped at 100 due to space limitations available for our group. At present this year's GOF is SOLD OUT. However, you may add your name to an already "pretty full" Wait List by contacting Bob or Elaine Cannon.

If anyone wants a scanned PDF file of any newsletter referenced in this article (or any other newsletters from 1983 to 2003) contact Craig Chu (craigchu@sbcglobal.net or 510-482-4851).

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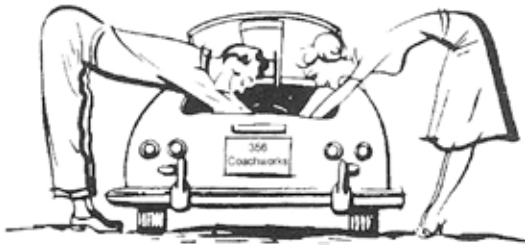
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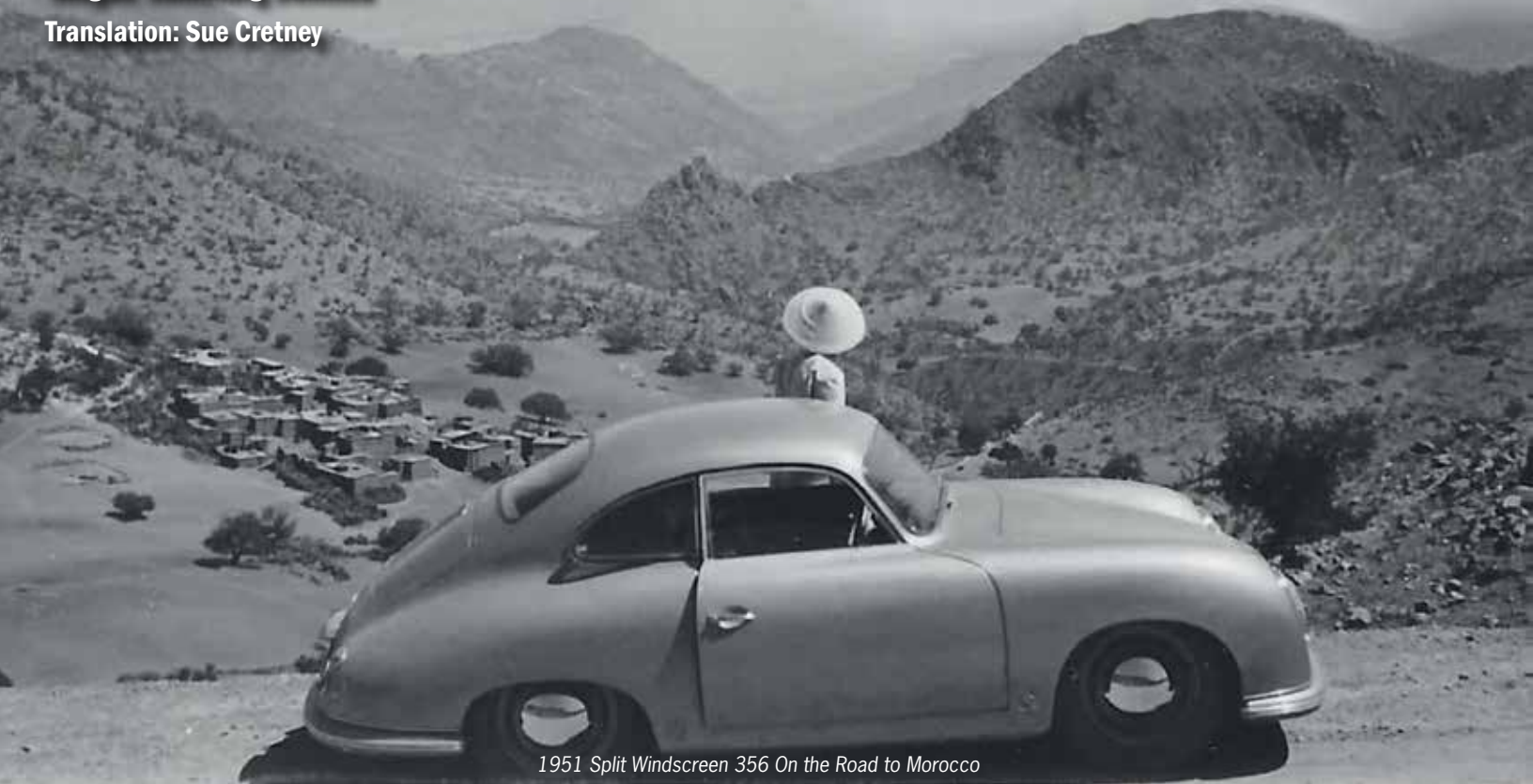
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# Dr. Ottomar Domnick, Part II: 356 to Morocco in the summer of 1951

TEXT: Vera Romeu, Leiterin der Sammlung Domnick

Images: Sammlung Domnick

Translation: Sue Cretney



1951 Split Windscreen 356 On the Road to Morocco

**G**reta and Ottomar Domnick were intrepid and enthusiastic Porsche drivers and their 356 took them everywhere: quick breaks to Paris, holidays in the Swiss mountains, trips to Austria and the South of France. In the summer of 1951 they wondered if their 356 could take them to Morocco? They covered 10,000 kilometres in four weeks in the great-

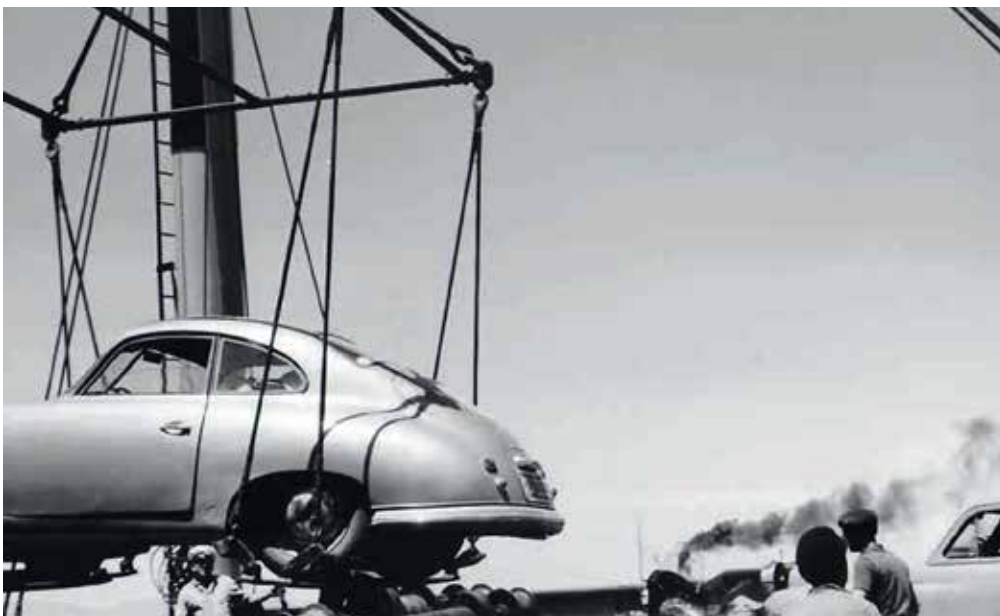
est heat imaginable. The 356, with the newly installed 1.5 litre test engine, mastered this challenge with ease. This journey made a life-long impression on the Domnicks. They brought home a wealth of memories and experiences. Ottomar Domnick declared this trip to be a Porsche test drive, but he undertook the trip as a private initiative, and at his own expense. Actually, some

have thought that this trip should be repeated this year on the 70th anniversary of their trip.

In this Part II of the Domnick's story, I will tell you about their special Porsche test drive. You will be amazed at the courage of the Domnicks. Many anecdotes from this trip can be found in documents of the Domnick Collection, in travel reports written for the magazine *Das Auto + Motor und Sport* edition of 3 November 1951, in the very first issue of *Christophorus* from 1952, as well as in Domnick's memoirs "Hauptwege und Nebenwege" published in 1977.

Their round-trip Route was Stuttgart, Kehl, Rhine and Rhône valleys, Sète, Barcelona, Malaga, Gibraltar, Tangier, Casablanca, Rabat, Mogador, Agadir, Tisnit, Tafraout, Taradant, Marakesch, Beni Mellal, Ifrane, Sefrou, Fez, Meknes, Arbaoua, Tangier, Spain via the Sierra Nevada, Barcelona, South of France, Stuttgart.

Much like today, traveling in 1951 required crossing country borders and obtaining visas for each crossing. You had to exchange money, but foreign exchange at that time was subject to strict laws. You could book hotels ahead through Thomas Cook, but that was not the style of the Domnicks. They travelled on their own



Domnick's 1951 Split Windscreen 356 Getting a Lift





using the Michelin Guide, which took them way off the beaten tourist track. In this way, they experienced towns and villages, coasts and mountains, markets and handicrafts, foods, customs, and celebrations in a contrasting and completely authentic way.

As may be guessed, the idea of this extreme road trip stunned the Porsche team in Zuffenhausen. "He's got a lot of nerve!" said Managing Director Prinzing about his first customer. "After all, he must have acquired a lot of them as a nerve doctor," ran the joke at Porsche. But the Domnicks wanted to experience the greatest possible contrast to the Stuttgart climate, and a test drive with the newly installed 1.5-litre experimental engine only made sense if one demanded an above-average performance from the car. So, the sports car was prepared for its long journey in the Zuffenhausen workshop: A Fram oil filter and special air filter were installed, the distributor was sewn into a linen bag, the cylinder cooling fin was machined, and the heater boxes were dismantled. But first Ottomar Domnick had to have the 1.5 litre test engine approved by the Technical Service Department.

The question of spare part replacements was an important consideration. Ottomar Domnick had heard of a Mr. Aberle who had a workshop in Alexandria (Egypt). He wrote to him in advance and asked whether he could obtain spare parts from him in an emergency. Aberle replied that this would require an export license, that it would take two months to get that license, and that the Domnicks would be home long before he could send the spare part to them. But he did give them what did turn out to be a precious piece of advice:

*"If you ever get stuck in the sand, let half the air out of the rear tires before you start trying to get out. If you don't reduce the air in the drive wheels you will get stuck deeper into*

*the sand as the car starts jerking in low gear. When you notice you're stuck, don't keep trying, get straight out, deflate those tires, and then start again slowly. You then just have to inflate the tires again once you're free. That's usually easier than spending hours digging out a stuck car. I'm sure this will be second nature to you by the time the holiday is over. Best wishes for a good trip, and best regards. Aberle."*

The Domnicks did take some spare parts: a Torsion bar, throttle and clutch cables, brake hose, brake cylinder, distributor, fuel pump, fuel hose, plugs, V-belt, valves, gaskets of all kinds, tow rope, spare petrol, and a collection of tools. They packed everything into the 356. However, as it turned out, they just didn't need any of the spares ...

For good measure in the heat and dusty climates, they changed the engine oil, twice, once in Casablanca and again in Malaga, at 3,000 km intervals. The Fram oil filter and special air filters proved their worth. The oil remained clear and bright; the oil temperature never rose above 95 degrees, even in the hottest conditions as the air-cooled engineering proved to be all that was required. "While water-cooled cars stood in the shade on dirt roads and mountain roads with the bonnet open, being topped up with water, we passed them by, smiling somewhat smugly," the Domnicks reported, not without a modicum of pride in their 356. The average fuel consumption in southern France and Spain was 9.5 litres but in the intense heat of Morocco 12.8 litres. When they returned, there was a crust of sand a centimetre thick on the engine.

### Roads and Petrol Stations

Of course, questions about the road conditions to expect and the availability of petrol stations were very important considerations. For these concerns, the Domnicks obtained detailed information about Spain and Morocco from the German Automobile Club ("ADAC").

The ADAC predicted that the roads in Morocco would be fine, but that in the Spanish Morocco section the roads would not be as good. The Domnicks found that as long as the roads had been improved, they were usable. Only for a trip on the Saharan dirt roads did one need permission from the military authorities, which included a warning that one would be well advised to have contracted with a towing company in advance of starting out. Marrakech and Agadir in the south of French Morocco are easy to reach.



Donkey - Camel - 356 = Transport in Morocco



The ADAC warned the Domnicks to expect Fuel Rationing In Spain, but that there is a lively black market. The advised procedure was to first get a “Cartilla de Gasolina” when they enter the Spain which would provide them access to fuel vouchers. In general, a small car would be entitled to 60 litres a month, a medium car 100 litres, but either would depend on the current supply in the market and on the personal negotiating skills with the Spanish officials. The litre cost was 4.60 pesetas, which was about 0.46 to 0.50 DM. But then there were plenty of “black market” petrol available at 6 to 7.5 pesetas per litre.

more fuel than usual.

### Visas, Foreign Money Exchange, and Overnight Stays

The Domnicks had to apply for the appropriate visa at the various consulates to enter France, Spain, Spanish Morocco, French Morocco for both their going and return legs. In the archives you'll find a letter from a cousin of Ottomar Domnick, which certifies in German and Spanish that he was taking personal responsibility in political, moral, and financial terms for his relatives during their stay in Spain.



Just another day at the Bazaar

Throughout the trip, the supply of fuel was dependable, with the network of petrol stations not more than 300 km apart. It is particularly important to note, however, that consumption is higher because of the heat; so, you have to reckon on using between 50 to 75 per cent

In terms of foreign currency and exchange, ADAC explained that you should not exchange too many francs in France, because otherwise you will have problems with French foreign exchange regulations when leaving the country. In Spain, dollars or Swiss francs

are accepted. In Morocco you could not exchange German currency at all, but you could readily pay with French francs.

ADAC also provided information on accommodation. In the archives, you'll find information on hotels in France, with addresses, prices and surcharges for service and visitor taxes, expressed in percentages. For Spain, there is a list of Albergues and Paradores with addresses and prices. And then there's a very interesting document about camping. The Domnicks liked to camp at times when on road trips, and Ottomar Domnick had asked Porsche not only to make the seats ergonomic and comfortable, but to make them removable so that he could sleep on them at night. Unfortunately, camping was discouraged in Spain, said ADAC.

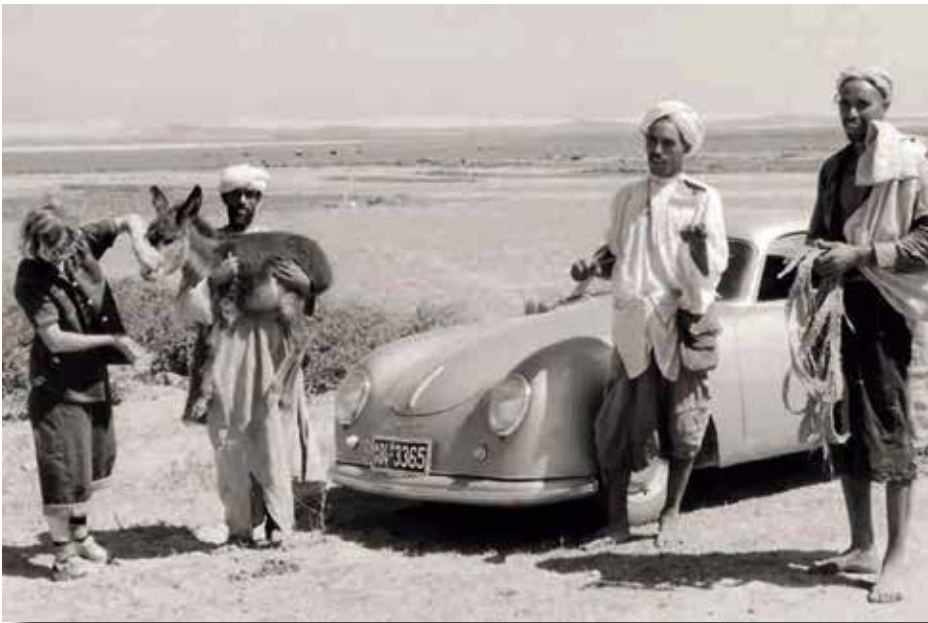
*“... the average Spaniard ... regards tent users as a kind of “travelling folk,” with a reputation somewhat outside the established social order. As a tent user, you unfortunately run the risk of not only personally forfeiting the chance of any social interaction with the local people, but moreover of exposing your nation to a generalizing prejudice that is likely to upset both sides. So, our advice would be: “Don't sleep in the car or pitch tents”!*

Food and accommodation are available in Morocco, but Europeans are advised to only frequent hotels in categories III and IV, i.e., 3 or 4 stars, recommended ADAC.

### Beginning the trip on 26th July 1951

Hand on heart: with all your passion for your 356, could you imagine this journey without the assurances of GPS, the guidance of Satnav, and accommodation of Air Conditioning? The Domnicks drove across the border in Kehl on 26th July where, for once, they didn't have to pay duty on the petrol because the customs officers couldn't find the price list. In the south of France, they slept on the beach because they had run out of Francs. On the third day they were in Barcelona, Spain where the roads were not one continuous surface as suddenly the asphalt would stop, and the road continued as deep gravel. Domnick frequently had to pull the car back at the last second.

In comparison, the roads in Morocco were good and Domnick found that he could drive at motorway speeds. However, in the heat of the afternoon, the asphalt became soft and sticky, so that the tires howled loudly around the bends. But when there was a light layer of sand on the road, driving was especially fun. On serpentine bends, Ottomar Domnick let the car swing out like you do when skiing: “The car swings around slightly at the back and comes back to you again when exiting the bend. With practice, one thus acquires a time-saving cornering technique,” he wrote. Surely you also enjoy the fun of cornering like this with your own 356.



Domnick:

“... veiled women, men in traditional burnous (a long cloak of coarse woollen fabric with a hood, usually white in color, worn by the Berbers and other Maghrebi’s), men wearing a turban or a fez, depending on religions and customs, night markets with a throng of people, lonely streets where walking gives a silent shiver of dread as one stumbles over sleeping beggars, and yet next to them may be found elegant bars with eager international businessmen conducting deals, and where the smuggling of diamonds and foreign currency is a booming and common place trade.”

But on the return trip, Greta and Ottomar suddenly noted that Tangiers seemed almost European in contrast to the villages they visited in southern Morocco. They had enjoyed the beauty of the scholarly city of Fez, lovely Marrakech, the walled military station of Tisnit, and the other-worldly oasis of Tafraout in the desert of the Anti-Atlas range.

Domnick’s reports about crossing the Atlas and Anti-Atlas mountain ranges are particularly exciting. The photos show a desert of reddish mountains and barely visible dirt roads that wind their way up to 2,000 metres. The cloud of dust kicked up by the 356 met them on the next loop. It had been a ride of unimaginable loneliness. Ottomar recalled it as “An endless sea of mountains, you felt as lonely as if you were on the moon, and simultaneously removed from time.” Overall, the Domnicks travelled fast, daily covering 200 - 700 kilometres, sometimes driving in the greatest heat of the afternoon to stick to the agreed timetable.

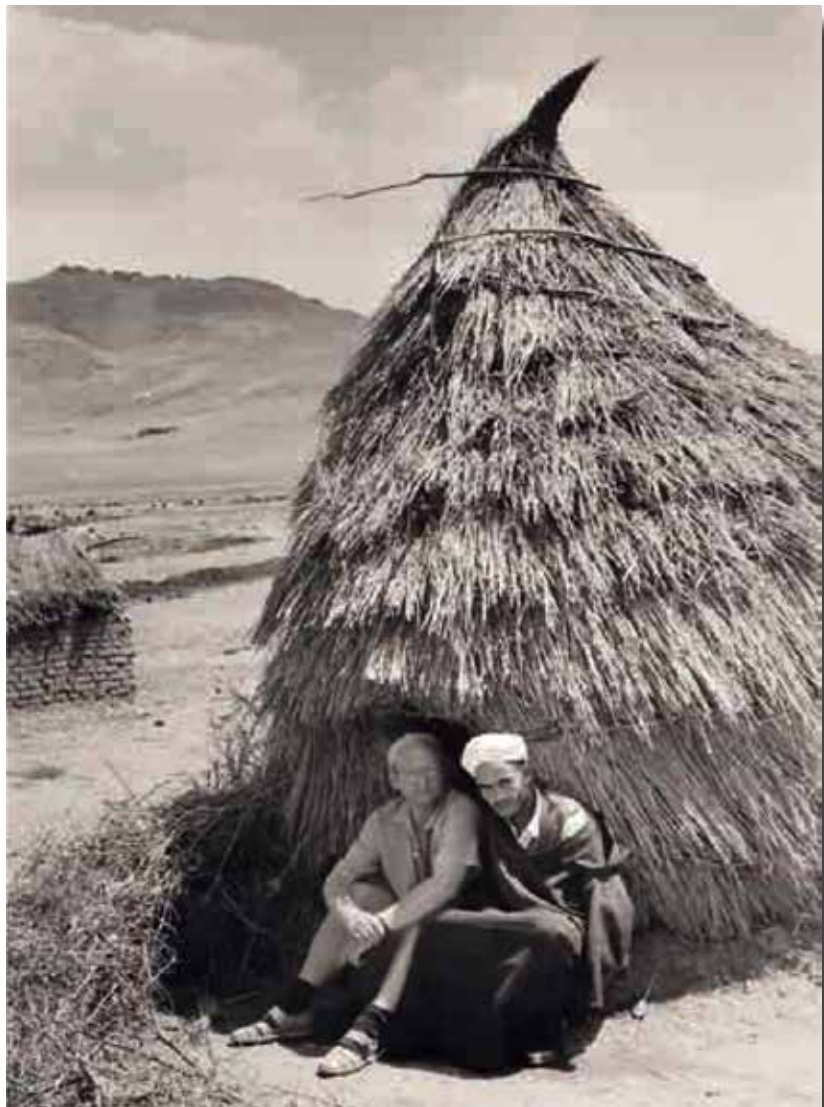
Tangiers was a really special experience. As the first “oriental” city on the African continent, it hugely impressed the Domnicks as one would imagine the “Orient” as depicted in novels, magazines and films said

**Different Cities along the way provided Inspiration**

Greta and Ottomar Domnicks admired the different characters found in Morocco’s cities. They deliberately avoided renowned tourist spots where - still in the colonial style of the time – one would linger in the afternoon shade, enjoy a ten-course formal dinner in your dinner jacket and long dresses, followed by an evening socializing with the same people to be re-doubled at the next stopping point.

One can hardly describe the special nature of these cities and their atmosphere in words, the Domnicks explain as all the senses were involved:

*“You have to squeeze through narrow streets, between muleteers, where there’s a fair-like atmosphere, and lepers and blind people beg at the side of the street singing in unison, where oil-soaked scents mix with foul smells and the ear is deafened by the shrieking of the traders trying to outbid each other. Add to this the striking visual impression with hitherto unknown, never seen street-scenes, costumes, and customs. It all is overwhelming in an elemental fashion”.*



Rural Accommodations



reception for the Domnicks and invited all six of the Porsche drivers from around Morocco. The Domnicks met Moroccans who had visited Germany but found them less friendly than those who'd never travelled abroad. They also met German legionnaires who asked longingly about their homeland.

And the Domnicks were equally impressed by the rural areas. They saw people living in nomad tents and others who lived in huts woven from twigs which provided pleasantly ventilation in the stifling heat. Villages of red stone in the Anti-Atlas range reminded them of the tectonic beauty of cubist paintings. The Domnicks tried to talk to the locals, in French, gesturing with their hands and their feet. Children with amber necklaces surrounded the strangers, quickly begged for anything, and then dispersed again. The Domnicks always kept a few coins handy to give to the children and took their photos when they could.

On the street, the Porsche 356 met with camels and donkeys. Great photos show how the two worlds collided. The Domnicks stopped frequently to take photos and learn about the lives of the local people. They were impressed by the slow pace of Moroccan everyday life, which today would be termed deceleration.

In his travelogues, Ottomar Domnick recommends buying souvenirs in the places where locals shop, and to bargain extensively with the merchant, a process that teaches a combination of great patience and tenacity. The trader is delighted if the price negotiations are extensive, and if you're willing to spend considerable time over the bargaining process. There is no fear of being cheated or that your possessions might be stolen.

### Unforgettable People and Customs Observed

The Domnicks quickly got involved with the country and its people. They stayed in simple accommodations and enjoyed the local habit of late meals after 10pm, and dining on unfamiliar foods. They drank the peppermint tea offered by locals and

*"We shed the scruples of our European hygiene. We got used to the endless dirt, the noise, the dense crowds in the cities, the smells," Ottomar Domnick writes. "Life is completely different from that in Europe: in Morocco it takes place almost entirely on the street."*

You can imagine how the rare and aesthetic beauty of the modern 1951 Porsche 356 caused a sensation in the cities. Crowds always surrounded the beautiful sports car and the Domnicks were always happy to answer questions about the engine and the interior. There was never any need to have the car

guarded as admirers always surrounded it, Domnick reports humorously. In Casablanca, a Mr. Frenkel, who dealt in cars, organized a





Among other things, the Domnicks brought Moroccan white and brown striped woolen blankets as bedspreads and black and white patterned salt bags for the chairs in their villa.

In general, how to pack luggage is important. The experienced automobile tourist travels with individual pieces of luggage, each of which has a specific content for a particular purpose or situation so that not all luggage is needed for every occasion. Cotton shirts were best for clothing. Nylon shirts are not at all appropriate for hot climates, thus highlighting the economic lessons of the immediate post-WWII war period.

Only men could wear shorts as they were considered inappropriate for women in any part of the countries from Spain southwards and were only acceptable for men in the swimming baths by the ocean or in the desert. In photos from the trip, Greta Domnick is pictured wearing long, elegant dresses and also modern three-quarter length trousers. Sandals are offered in Spain or Tangiers in many practical in styles at very little cost.

It is interesting that the Domnicks recommend not to drink too much. You get thirsty; this is what happened to them. They suffered from an unquenchable thirst, drank endless amounts of tea, coffee, Coca-Cola (yes, even in 1951!) and finally, in desperation, stood under the shower to let the water run into their mouths. That was until they got the idea to eat salt. In Morocco, they discovered, people crave water. Always.

#### Random Anecdotes

The 356 won all the races against other cars while driving through Spain and Africa, on the long straights and winding bends of those roads. In the south of France, however, a Peugeot Type 203 sedan overtook the 356 on a mountain track. Ottomar Domnick was stunned because

he was driving at 90 km/h. "I never suspected that little car possessed this kind of power. Later, it was explained that the car was fitted with a sports test engine and a compressor ..."

The Domnicks didn't take any firearms with them to protect themselves against wild animals, and nothing like that happened as even the camels were tame. They thought they had seen a panther from a distance, but it could also have just been a cow isolated from the herd. Only once did a snake bite into a tire but the excellent Veith tire held up to this odd attack.

In Barcelona, Ottomar Domnick strolling along Las Ramblas in shorts was taken away by the police for indecency; and because he didn't have any long trousers with him, he was required to purchase some upon his release. To the Spaniards, this was the equivalent of someone walking down Königsstraße in Stuttgart in swimming trunks. Domnick wondered about the Spanish's backward customs at that time because shorts in the modern American style had already found their way into Germany by 1950.

In Gibraltar, the customs officers demanded an international driving license, which Domnick didn't have, and used this as an excuse to drive the Porsche across Gibraltar themselves, because they seemed to enjoy trying out this strange automobile. And as a result of their driving the car suffered some slight damage to the paintwork, but that was the only damage it experienced during the entire trip, which Domnick gladly took home as a road-trip souvenir.

Thanks to its light weight, the much-admired Porsche had the cheapest freight charge of all vehicles. There were no car ferries, so the light sports car was hoisted on straps and lifted onto the deck. At the Tangiers-Spanish Morocco border, the customs officers passed them through

with preferential treatment as they were only interested in the car and not their luggage.

#### In Conclusion

The trip was, of course, at times a challenge and a strain, but the payback was enormous. Greta and Ottomar Domnick returned with unforgettable impressions, as the countless photos in their archives show. They had discovered a whole new world. In the end, however, the Domnicks maintained that they would not be prepared to make such a trip again on their own.

*"We drove hundreds of kilometres through the Anti-Atlas Mountains without meeting anyone; in this loneliness, you have no one to call on for help if you need it. The fact that everything went well in the end is a thumbs up for the Porsche manufacturer. It is easy to understand why this car has fascinated people at home and abroad since it first appeared," writes Ottomar Domnick, adding that "... this is why this sports car is also driven by people who demand something special from their car."*

You, dear readers, know better than I do just what he means by that.

This amazing journey was documented and augmented with memorabilia and photos, all of which may be seen in Nürtingen in the Domnick Collection, part of the renowned Palaces and Gardens of Baden-Württemberg. We're sure you'll be thrilled by what you find there.

Detailed information is available on the homepage: [www.domnick.de](http://www.domnick.de)

# 356CAR Drive Your 356 Day – Sun, September 19th 2021

by Lou Fifer



**S**unday morning dawned cool and clear, a very far cry from our recent smoke choked and hot days of this year's annual "Fire Season" in CA-OR and many western states. The devastation wrought and the canceling of plans of so many groups and families caused by the fires were for at least for one day alleviated as 30 356CARs, in 14 356s, plus two 911s joined ranks in West Sacramento for a lovely "Drive Your 356 Day" on "roads less traveled" throughout the Sacramento Delta.

The drive was planned with supreme care by Kathy & Tom Sansone to go down one side and back up the other of the Sacramento River, but to make our trip even more interesting, Kathy & Tom provided their signature Driving Instructions + Navigator's Quiz + Little Known Facts + Extra Stop at the Grand Winery + Directions to the various ways home. In all their preparations could not have been or their care for our enjoyment any more sincere.



Lotta Dog - Wee Car



Once we left the urban parking lot in West Sacramento we soon went through the uber-quaint village of Clarksburg, then along the South Side Levee Road to Ryde, and Walnut Grove, to our rebound after the "necessary" in Isleton. Refreshed, we then retread some of our drive to visit a modern day "iron works" and the "Patrick Daniel Gallery" in Walnut Grove. But this stop was not just a neat commercial interlude as Kathy & Tom wowed us with the building's cool past. The history of the location is that it was originally dubbed the "Imperial Theater" and opened on Theater Street in Walnut Grove in 1920 as one of three owned and operated by



K. Hirata (a Japanese American) to cater to the entertainment of the then local Japanese farmers and laborers. Hirata also opened the "Nippon" in Sacramento and the "Delta" in Courtland. But during WWII, and as a result of the regrettable internment of Japanese Americans, Hirata was forced to abandon his theaters, so each fell into disrepair from disuse. After WWII, the "Imperial" was re-opened as the "Grove" Theater and continued showing movies to a packed house of 300 regular and

hides the stairs to the upper balcony level that still has its rows of original seats. Then a stroll into the former main floor seating of the "Imperial" has been converted into Patrick's gallery gives a quick view through squinted eyes of how folks would fill the theater on movie nights while one can spend a wide-eyed and pleasant browse through Patrick's artful collection of iron home accessories. The Gallery is open Fridays – Saturdays –



*Imperial Projector & Adverts*

After our iron works tour, we gathered across the street in the shaded community park for our picnic lunches and chats about all things of our sprightly 356s, each an artful expression of engineering excellence from our automotive patron Dr.-Eng F. Porsche, so many years ago.

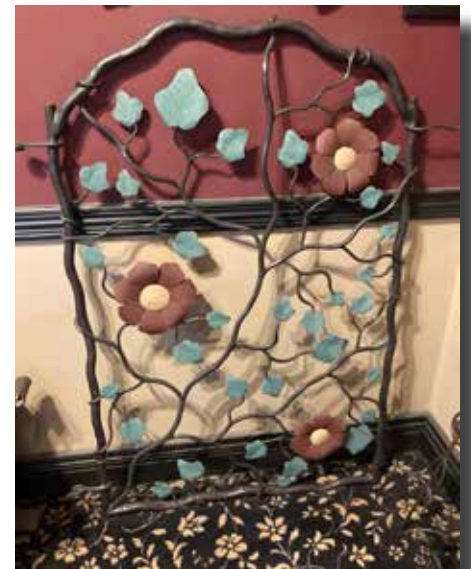
With lunch complete, all departed Walnut Grove for home after another "Supreme Sansonian" "356CAR Drive Your 356 Day" experience. Whereas "Excellence is Expected" harkens our thoughts to the Porsche family shop in Gmund and forward to the Werks in Stuttgart, we also recognize its content and preparation for a day well spent with Kathy & Tom Sansone leading.



*Patrick Daniel Iron Accessories*

100 loge seats, until it finally closed in 1970. It was subsequently bought by Patrick Daniel and his wife who set about a part-way restoration of the building, not so much as a renewed movie theater but as a work shop and gallery for Patrick's iron works art. They continued the movie house motif such that the original Lobby looks much as it did when one buy a ticket, but now the inquisitive can have a close look at the original and huge projection equipment on display among other bits of early theater advertising and equipment, plus some of Daniel's iron art work. A quick look up shows that the original embossed tin ceilings are still intact in both the Front Office and what would have been the main floor of the theater. There is an ornate door made to look like an early days elevator which actually

Sundays, with work going on throughout the week by Patrick and his son in the back room work shop. As to their present business they rely mostly on word-of-mouth advertising and sell, deliver, and install their art work throughout NorCal. Patrick having learned his trade in many forms and ways of metal fabrication from HVAC to Industrial to Commercial ... has now settled into a truly amazing niche of artistic iron work par excellence. It would not be hard to find "just the piece" to adorn any home or for those creative enough to explain what they have in mind Patrick and his son are quite willing to make one-off custom pieces. Although there are no movies shown in the "Imperial" cum "Grove" theater ... the show still goes on – but different!



*Patrick Daniel Iron Gate*

# DIY - 356 Valve Adjustment

by Lou Fifer

It seems that when we drove our 356s as Daily Drivers we had few problems cropping up, but it also seems that as we relegate our treasured beauties to 3rd car or lesser status more problems come up. It is perhaps due to neglect, or time and irregular usage causing our old engines to sag and droop in places not normally attended with care (I know this can happen to other “old engines.”) Or should I be allowed to personify our German Auto Steeds perhaps the once pampered car and doted “apple of one’s eye” is just pouting and wants attention. But in any case, there are chores to be done, usually based on usage / mileage / time limits and since we don’t spend concerted efforts to drive our cars as often as we once did, and we don’t run up the miles, we need to keep track of maintenance needs over time.

One chore that is easily overlooked, yet as easily rectified is a Valve Adjustment. If ignored long enough the want of proper Valve Adjustment may cause valve leakage during the combustion pressure cycle and loss of power, Engine Popping or Coughing or other irregular and loud Engine Noises - all of which may foretell worse symptoms. I cannot tell you specifically why your valves may have come out of adjustment but thinking about infrequent driving and the resultant sporadic heating and cooling cycles over months of inactivity or even years of storage will cause the metals of our engines to expand and contract at different rates for each type while the irregular use will cause the seals and gaskets to dry out so a lot of tolerances may become intolerable. Although these “what ifs” sound bad, it is easy to monitor the health of your engine by correctly adjusting your valves using steps that any careful “shade tree mechanic” can master, with no special tools and even without raising the car from the ground.

Tools needed to adjust your valves:

Large screw driver or small crow bar

New valve cover gaskets (IF your old ones are leaking)

Feeler gauges (0.006” exhaust & 0.004” intake)  
13mm open / closed / offset wrench

Stubby Screw Driver

**1.** Leave the car overnight to cool as the valves should only be adjusted when the engine hasn’t been run for several hours.

**2.** Place a rag across the J Tubes to catch any oil that might drip when removing the Valve Covers. To remove the valve covers use a crow bar or screw driver to move the valve cover bale from its slots. As the valve covers come loose,

they should be eased out with just a little pulling force from the heads, first at the top and then from the bottom. If you are careful, you will not tear or break the Valve Cover Gaskets. You will then see the valve rocker arms atop the valve stems. Between the tops of the valve stems and the rocker arms is where you will insert your feeler gauges to determine the intake (.004”) and exhaust (.006”) valve clearances. (Remember that the Intake Valves are the center two while the Exhaust Valves are the outer ones of each head.)

**3.** Go to the Engine Compartment and Remove the Distributor Cap, then Rotate the Engine to top-dead-center (TDC) for cylinder number 1, noting as you rotate the Engine to TDC that the Distributor Rotor will point at the notch in the Distributor Housing at the same time that the 3 degrees Before Top Dead Center notch in the Crankshaft Pulley lines up with the groove on the engine case. Rotating the Engine will be eased by applying a little hand squeeze to the two opposing sides of the Fan Belt as you rotate the Generator Pulley Nut. (It is best to combine the use of a Generator Pulley Wrench and a Generator Inner Pulley Wrench to rotate the engine, although a screw driver wedged into the slot in the pulley and a 36mm socket wrench on the large Generator Nut will do also.) Once the Distributor Rotor is in lined up with the notch on the Distributor Housing, move the crankshaft pulley alternately clockwise and counter clockwise until the timing mark on the Crankshaft Pulley lines up with the notch on the Engine Case, located just to the left of the Serial Number. Now you can adjust the valves for cylinder 1. (You will know that you are set for Cylinder 1 adjustment when you can feel a slight movement in the rocker arms for the #1 Cylinder Intake and Exhaust Valves.)

**Aside:** The location and layout of the pistons and cylinders in the 356 engine is determined when facing the rear of the car. #1 is forward and right, #2 is rear and right, with #3 forward and left, and #4 is rear and left.

**Technique Tips:** When adjusting your valves, you may keep in mind that the 356 Engine Firing Order is 1-4-3-2, basically an “X” across the engine starting with forward right. By rotating the engine “clockwise” you can adjust your valves in the Firing Order 1-4-3-2, but it is easier to adjust the valves in the reverse firing order of 1-2-3-4 by first starting with #1 and then rotating your engine “counter-clockwise” to arrive next and next and next in order of 1-2-3-4. If you use the “counter-clockwise” method, you will only have to switch sides of the car once from the right to the left to adjust all four cylinders’ valves. As you rotate your engine, in either direction, you will find that the distributor moves 90° for each

180° rotation of the crankshaft thus when starting with adjusting the valves on #1 you will have the distributor rotor pointing at the notch on the distributor housing and the 3° BTDC notch on the crankshaft pulley lined up with the notch on the engine case. Thereafter as you rotate the crankshaft to your next cylinder the distributor rotor will be 90° from TDC in the direction of your chosen rotation while the crankshaft will be 180° rotated such that you will see the secondary notch in the crankshaft aligning with the 3° BTDC notch on the engine case. Continuing to rotate your engine will bring the distributor rotor 180° from the notch in the distributor housing and the 3° BTDC notch on the crankshaft in line with the notch on the engine case. The rotation for #4 cylinder will position the distributor rotor another 90° in your chosen rotation and the secondary notch in the crankshaft pulley on your 3° BTDC notch on the engine case. To finish you should put the engine back to #1 at 3° BTDC on the crankshaft pulley and the distributor rotor pointing to the notch in the distributor housing.

**Note:** You may wish to check your valve clearances “as is” before starting your Valve Adjustment, but this advisory step is not required and frankly, adjusting valves is simple enough that you can easily do it over and over again to make sure that you are right-on.

**Procedure:** To adjust the valves, simply loosen the retaining nut that holds the adjusting screw secure and turn the screw until the feeler gauge fits snugly when placed between the valve stem and rocker arm. All 356 engines should be adjusted to the valve clearances specified in your Owner’s Manual or as listed in the table in the 356 Technical Specifications Section (.004” for Intakes and .006” for Exhausts). The offset 13mm wrench makes it easier to turn the retaining nut without hitting anything else nearby. Your choice of Open or Closed head is down to a 6s and 7s difference. After the clearance is adjusted, back the screw off ever so slightly, and tighten the retaining nut, as usually tightening the retaining nut may cause the screw to tighten down on and reduce the clearance. Getting the right clearance takes a little practice but one helpful tip is to leave the feeler gauge between the valve stem and rocker arm when tightening the set nut. Thereby, you will be able to tell if securing the nut changed your adjustment. Always recheck the clearances after tightening the retaining nut and if necessary, re-do the procedure until you get the just right Goldie-Locks “not too tight – not too loose” feel on each valve.

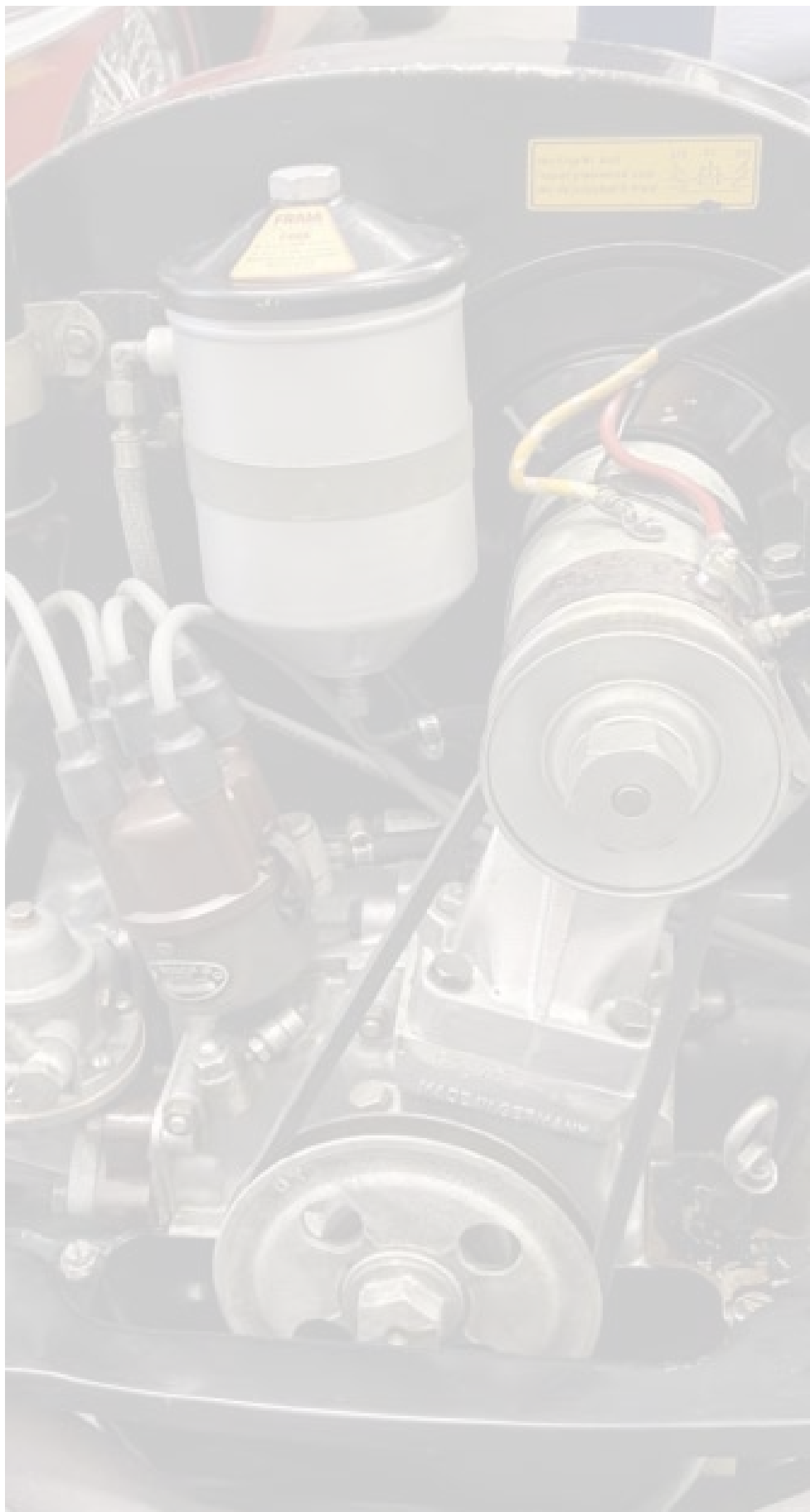
**And so on:** After the clearances are set for piston 1, rotate the generator pulley, until the crankshaft turns 180°, with the second nick in the pulley now centered on the case TDC mark. The distributor rotor will have turned 90° for



your adjustment of piston #2 valves. Next rotate another 180° and adjust piston #3. Then finally rotate another 180° and adjust piston #4. The distributor rotor at this point should be rotated 90° from the TDC mark on the distributor housing. If you rotate the crankshaft pulley another 180° you will return the engine and distributor with piston #1 at TDC.

**Miscellany:** After you have adjusted all your valves you may want to run through the whole drill again just to make sure that nothing slipped out of alignment, or just for your general practice. You may find that one or another valve may be slightly out of adjustment. When you are happy, or tired of working, with the valve clearances, make a quick inspection of your valve covers to ensure that there are no burrs, breaks or holidays in the gasket seals, then smear a bit of oil or grease on the gasket faces, and replace your valve covers. You should follow the reverse of taking the valve covers off, now with the bottoms going into place first then the tops followed by pushing the valve cover bales up into their slots with your crow bar or screw driver. If you find problems with the valve cover gaskets on reinstall you will want to replace the gasket(s) but if you find no problems, then follow the old axiom “if not broken – don’t fix it.” However, if you are going to replace a valve cover gasket do so with the sandwiched cork-steel-cork “premium” gasket as it will give you better long-term service. But keep in mind that if a gasket is not leaking when you take it off, and if you do not damage it in removal, it likely will not leak when you put it back on.

**Overview:** This is a simple job – one you can feel proud of accomplishing without spending a lot of money or time. If you have any questions, keep in mind that the only “dumb question” is the one not asked and its companion reality that “everything is easy – so long as you know the steps” – so ask your questions.



# 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](mailto: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:

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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](http://www.LLBeanBusiness.com) and select from the online catalog. Then call their account representative at 800.554.4071 and tell her you want to buy an item under the "356 CAR CALIFORNIA ALTA REGION" (Customer No. 7309979974/Design No. 94497). To pay for the item, you will need to provide a credit or debit card and a shipping address.

By the way, orders of 6 or more of the same item in the same color reduce the embroidery cost from \$12 per item to \$5.50 per item. So it pays to get together with a group of friends who wish to order the same items (e.g. hats or jackets of the same color.)



## 356CAR Membership Application / Renewal

first name	last name	
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address		
city	state	zip
phone (day)		
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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**  
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**Sacramento, CA 95821**

6/2020

# 356CAR

California Alta Region

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## 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!



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