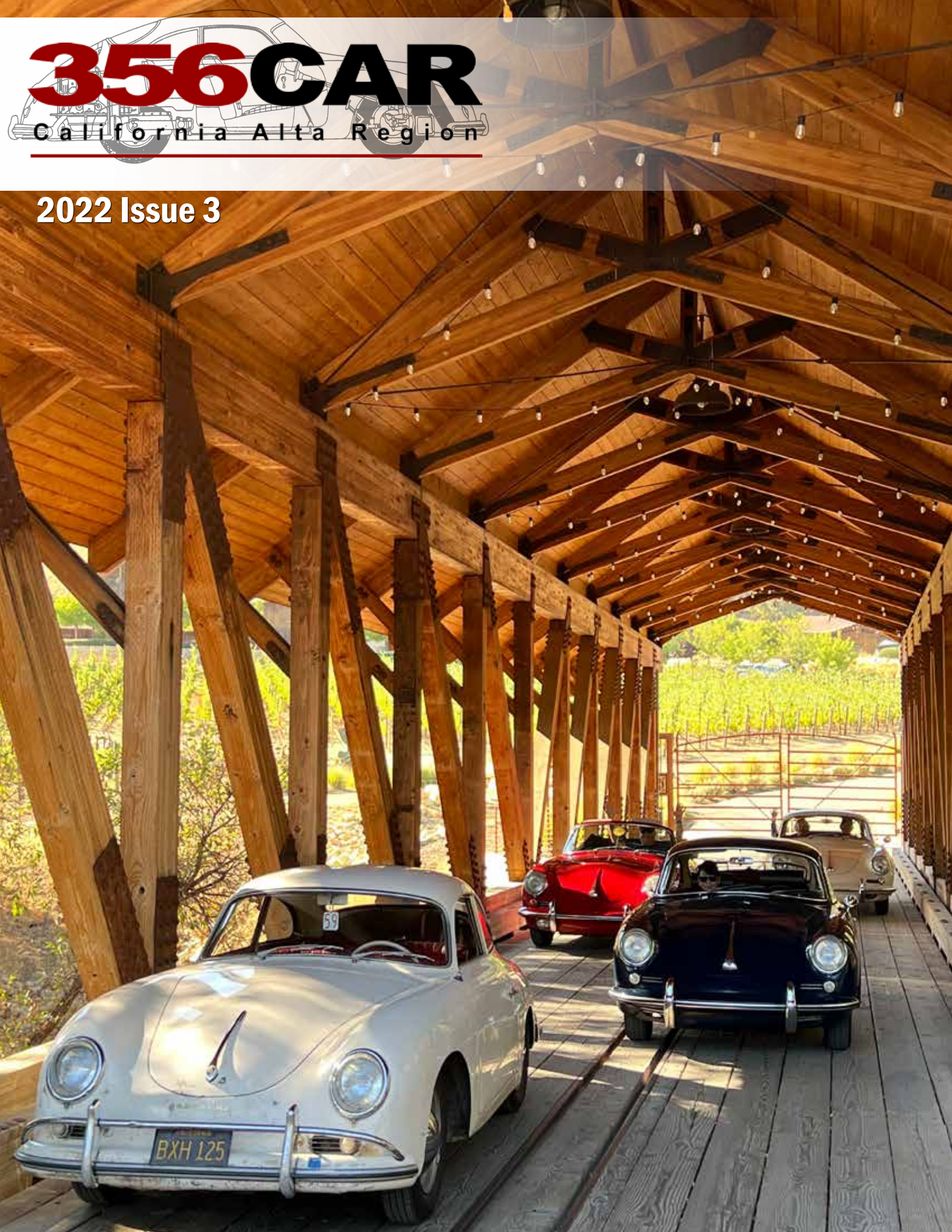


356 CAR

California Alta Region

2022 Issue 3



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President's Message

by Kim Nelson

356CAR Newsletter Editor Wanted!

For the past seven years, Lou Fifer has been our club's Newsletter Editor making sure it gets published four times a year with interesting stories, tech articles, pictures and of course, all the club news that is fit to print! Lou has decided that after 28 issues it's time to take a break and let someone else have some fun. On behalf of the membership, I would like to thank Lou for his service to the club and his many contributions to the 356CAR Board.

We are now looking for the next 356CAR Newsletter Editor who would like to help our club as we move forward. The Newsletter Editor is basically responsible for gathering and editing articles and stories submitted by our members and collecting the pictures taken at various club events. Once those are gathered and reviewed they are sent to our Newsletter Layout Editor, Dave Lauck, who then puts them together for our newsletter. Once the newsletter layout is approved by the Editor, it is then sent off to the printer and Web Services Manager for distribution.

My description here of what the Newsletter Editor does might be a bit simplified, but it can be a very enjoyable and rewarding way of helping your club. You'll have the opportunity to interact with and get to know many of our club members and always be one of the central club figures to know what are club is doing and what our club is planning to do. If any of you would like to know more about the Newsletter Editor position, please give me a call or send me an email. You will find a lot of support from the 356CAR Board as well as from the general membership

356CAR Bylaw Review

Over the past several months a committee led by Tom Sansone with Board members Dana McDaniel, Mike Gabbard and myself has been reviewing our club's bylaws to make sure they still reflect the way our club operates and conducts its business. Our club's original bylaws were approved May 11 th 1996 and over the years several reviews and revisions have been made. However, the last review was over ten years ago and as you would expect, many small but important changes needed to be made. For example, we no longer vote with mail in ballots but instead vote over the internet. We have added positions to the Board such as an Advertising Committee and Club History Committee. We also redefined how Board member positions are filled. The changes to our bylaws were approved unanimously by the Board on August 4 th . It is our goal over the next several months to have a section on our 356CAR website where members can see our Articles of Incorporation and Bylaws as well as other club policies and procedures. In the mean time, if any club member would like to see our bylaws please

give me a call or send me an email and I'll see that you get a copy.

Welcome A New 356CAR Advertiser

Please join me in welcoming **WIS&G** insurance agency and Hagerty as a new advertiser in our 356CAR Newsletter. Our contact at **WIS&G** for Hagerty Insurance is Jeremy Benjamin and I know firsthand that he is a car guy and certified Porscheophile! Keep your eyes open because chances are you'll see him at and supporting many of the Northern California Porsche events. If you're getting a new car or would just like a review of your existing car insurance, give Jeremy a call and thank him for supporting 356CAR.

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 and it always happens on the Sunday after Thanksgiving. This year it will be on Sunday, November 27th 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 past years we have had as many as 80 Porsche friends join us for the afternoon to help decorate the Museum for the Holidays. The California Auto Museum is a wonderful place to visit and our club is a sponsoring member of the Museum. Please see a more detailed description of this event in this newsletter.

Do you have an idea for a 356CAR Event?

At our November 356CAR Board meeting we will begin laying out our events calendar for 2023 and we 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 are endless and can be as simple as a scenic drive to your favorite winery after a breakfast meeting or as involved as putting on a multi-day event out of the area for the club. But no matter what it is, we need your help to be the "spark plug" to get the event going and you will have the full support and help! If you have any ideas I would ask you to contact our Events Chair, Barney Speckman, or any Board member.

We have some great Fall weather coming up for driving our 356's and I hope I see you at one or more of our events!

Kim

On the Cover-

4 Porsches on a covered bridge at Haller Ranch during the recent West Coast Holiday.

A recap of the event will be in the next issue.

Photo by Kristi Dalldorf Besemer

356CAR Member Update

by Dana McDaniel

2022 membership continues to increase with more new members joining our club. Since June, we've added 10 new members and 3 co-members. Our total 356 CAR current membership grew to 331 plus 235 co-members. We've got over 30 folks that are past due on renewing their membership. We may see a drop next issue if they fall off, so we hope they decide to stay with us.

Club activities regularly add to our calendar, and our 356CAR.ORG website Calendar page has them listed for your reference. Everyone should read our regular email announcements to stay aware of future. We're getting to flu season, so get your flu shots and COVID boosters and enjoy being with your fellow 356ers.

If anyone has questions about membership status, let me know.

This is our list of new members that can share our future club events. As always, be sure to offer a warm welcome when you see them at our 356 gatherings.

<u>Member</u>	<u>Co-member</u>	<u>Location</u>
Al Kernes	Susan Smith-Kernes	Pleasant Hill
John Koster		Santa Cruz
Mark Merrill	Peggy Lynch	Atherton
Jack Moore		Concord
Seth Owen		Sacramento
Scott Parkhill		Reno, NV
Sean Roden	Lisa	Oroville
Joseph Scafario		Bradenton, FL
Mark Stanley		Moraga
Tammy Wilson		Los Gatos

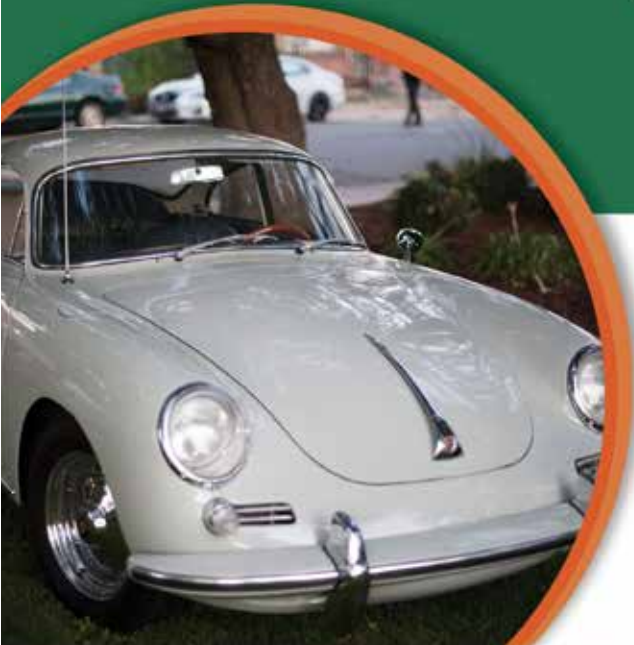
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356CAR Sponsored Pizza Luncheon Following Popular Concord VW/Porsche Treffpunkt

by Barney Speckman

Photos by: Steve Douglas

On Sunday August 7th, 356CAR sponsored a pizza luncheon event within a larger car event. The larger event was the very popular annual VW/Porsche Treffpunkt which was once again held at Dave Brubeck Park in Concord next to Concord High School. The park is named after the famous jazz musician Dave Brubeck, a native of Concord, which was the site of the annual Concord Jazz festival held there for many years before moving to the Concord Pavilion.



The 356CAR event was an outdoor pizza luncheon sponsored by 356CAR at the Calicraft Brewery at noon after the Concord Treffpunkt - a short 10-minute drive from the event. At Calicraft, beer and non-alcoholic drinks were available for purchase to go with the pizza that was provided free by 356CAR from local favorite Rocco's restaurant. All in all, there were six kinds of pizzas to choose from – including the Dominator and Anthony's East Coaster for the carnivores and Dante's Inferno and Pesto Genovese for the vegetarian pizza lovers. All told twenty-six 356CAR members and guests signed up for the event and had a wonderful time networking in the mild temperature that afternoon while enjoying pizza and their favorite drink.

This annual low-key laid-back event attracts many unusual VW cars, buses and Porsches every year. The event started out as a VW event but now air-cooled (and other) Porsches of all years are welcomed and heavily represented. And this year was no different, in fact there appeared to be a record turnout - perhaps as many as two hundred or more cars (see photos).



Many who attended said "Let's do this again next year".





A Day at the Lake

by Fred Huberty

Mother Nature made this year's day at the lake meeting a challenging event. First, she caused us to reschedule from July to September thinking we could beat the heat. Once we made the date change, she decided to bring on one of the hottest weeks and allowed a wildfire to develop about 40 miles away. For a week she baked us in 100+ degree weather and only on the day of our meeting did she relinquish and drop the temp to the low 90's. In lieu of the heat, she blew the smoke from the Mosquito fire our way. For weeks, Kurt Campbell had it all planned out to gather in Auburn and then drive north past Grass Valley and Nevada City. North of Nevada City, they would then loop back on Pleasant Valley Rd to the South Yuba State Park. There drivers would have a rest stop and photo op at the newly refurbished Bridgeport Bridge (longest single-span wood-covered bridge in US).

When Saturday, September 10 arrived, the plans fell apart. The air quality index for the meeting location was over 550 (extremely unhealthy). At the lake, the AQI was over 400, but by meeting time it was to drop significantly. Frantic phone calls and emails went out to contact all the members that were on the RSVP list and inform them of a change in meeting place. The Terzich's volunteered their house as an alternate meeting location and a quick alternate drive plan was drawn up to take the group through Lincoln and around Beale AFB. Unfortunately, not everyone got the change notice. Bill Moore, who had recently gotten his car back on the road after many years of hibernation, drove up from Concord and was waiting in the smoke.

Fortunately, the Hambricks met up with him and they drove directly to the lake.

Following the alternate route, eight cars found their way to Lake Wildwood and gathered at the Huberty's for the monthly meeting led by Tom Sansone. After the meeting, Kurt Campbell went to the bridge and still got his photo op.



My 1958 356A Super coupe

by Ken Mort



Sedona West Coast Holiday

I bought my Porsche 356A, 1600 Super coupe, June 10, 1958 from Continental Cars in San Francisco. I had graduated from school in 1957, wasn't married and had a great job working at NACA-Ames Research Center. I thought the time was good to buy a Porsche. In 1958 there were not many cars that could easily exceed 100 mph and get close to 30 mpg.

mechanic, Art Stange, said I would probably be happier with a VW transporter clutch, and he was correct. The transporter clutch was close to being bullet proof.

In 1962 at about 74,600 miles the engine blew up. It was speculated that a cam-follower failed and wiped out the cam shaft, the two rear rods, damaged the two rear barrels and poked a hole in the crankcase. It was very traumatic to look down at the engine and see a big hole in the top of the crankcase. I had the engine repaired at Wes Behel VW in Sunnyvale which was within walking distance of where we lived. (I had gotten married in December of 1959, and we moved to Sunnyvale.) The repair included a new crankcase, two rear rods, a cam shaft, cam followers, and two rear barrels. Amazingly enough the total cost was only \$757.37 (in 1962 \$).

Perry's parts bag and a few more tools than just the factory tools. I figure that if I have parts and tools the car will not break down.

I started doing the servicing myself, and after 117,500 more miles (192,000 miles total) overhauled the engine myself. I bought all of Harry Pellow's books and carefully followed his directions. I've put over another 100,000 miles on the car after my rebuild for a current total of about 293,500 miles. I used a big bore kit but reduced the compression ratio to about 8:1 to enable using regular gas. (I called Harry a couple of times with questions and he was very helpful.) My timing was good: two of the compression rings were broken, and the rod bearings were starting to look a little copper colored. I bought most of my parts at Automotion which was in Santa Clara at the time and had the machine shop work done at Champion Heads, also in Santa Clara at the time. Champion Heads did an excellent job balancing the parts especially including the rods since there were still two A rods and two B rods. After the engine was assembled it ran smoother than it ever had.

The only other mechanical problem that I had was the front wheel axle bearings which were ball bearings. I converted to roller bearings which were much more durable and didn't require as much maintenance.

I have done a few mechanical upgrades. About 14 years ago and at 253,000 miles I bought Duane Spencer's 200 mm flywheel and clutch kit. I replaced the 180 mm flywheel and clutch



North Meets South

Early on I drove it a lot putting over 70,000 miles on it in the first four years. I drove it to work every day until I retired in 1995. In the early days the clutch pressure plate was a problem and would only last about 10,000 miles. In those days I had it serviced at Pardee and Mozart Porsche/VW dealership in Palo Alto. After about my fourth clutch or so, the head

The car has been very reliable, and it was only towed one additional time. The fuel pump failed when I was driving home from work at night. I could have done the repair, but it was at night and I was only a couple of miles from home. I decided to upgrade the fuel pump to the later style which is simpler and easier to deal with. Just because I'm conservative I carry Dawn

which greatly improved the clutch operation. It works so well I thought I should have upgraded the clutch much sooner. I have also installed a dual circuit master brake cylinder for safety.

few days we took the ferry to Vancouver Island and stayed in Victoria overnight. We then drove it up to Nanaimo and took the ferry back to the mainland and drove home.

About 30 years ago, I had it painted with the two-part urethane Glasurit at Mathews/Carlsen in Palo Alto which has been great. It has been very durable and doesn't oxidize.



Roadside Repairs

About 30 years ago or so I replaced the brake hoses and flushed the system and then switched to silicone brake fluid. I know its use is controversial, but I think it's great. However, it is very important not to mix other brake fluids with it. It's nice to replace the brake wheel cylinder seals and see that the inside of the cylinder is shiny and not rusty.

I've driven the car to West Point, Santa Fe, Denver, Vancouver and San Diego. For a few years it was our only car. We even took it camping to high country Yosemite (Smoky Jack and White Wolf campgrounds) a few times with a tent, sleeping bag, stove, ice chest, etc. without having a luggage rack. In 1962 we drove it to the Seattle World's Fair. After seeing the fair for a

Linda Sessions. Linda took the picture of me looking at the engine trying to figure out why it was running hot. As can be seen in the picture we had a dog with us; she was an excellent traveler and accompanied us on many trips.

The car is silver and was originally painted with enamel which oxidized rapidly. It was repainted a couple of times with lacquer which still oxidized.

I don't drive it very much since I retired in 1995, although I do drive it a few thousand miles a year. We have gone to a few North/South events. We drove it to San Juan Oaks for the initial Gathering of the Faithful. We have also gone to a few West Coast Holidays including Vancouver, Squaw Valley, Sedona and Santa Fe. Coming home from Sedona we traveled with Del and

On hot days (it gets hot in Morgan Hill where I live) and going 80 mph the car runs hot. I blame the big-bore kit which has cast iron barrels instead of aluminum. When I ask for advice, people tell me I shouldn't be going 80 mph in such an old car.

It has been a great car and I still drive it frequently despite the crazy value of 356s.



Gathering of the Faithful, Hollister

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Three Weekends In June

by Steve Douglas



Pebble Beach Stop

1 The 2nd Saturday is the monthly 356 breakfast in Pacific Grove, at the Grill at Point Pinos. We had a good turnout, followed by a drive. The first stop was Jack Valenti's home in Pebble Beach, followed by driving the 17 Mile Drive. From the Highway 1 gate we took backroads over Highway 68 to Carmel Valley. We stopped at Moto Talbott Motorcycle Museum. It was a nice sunny day with 60's at the beach to low 90s in Carmel Valley.

2 The 3rd Sunday we did a Coast-To-Coast Drive. It was originally supposed to be a PCA tour, but that one maxed out and left several of us wishing to get out and drive. I pulled out an old Drive Your 356 Day tour and another drive was on. The word went out and we had 14 cars sign up, five 356s and nine other Porsches. The start was at Carpo's Restaurant in Soquel, owned by Todd Todd, a 356 and 911 owner. Heading up into the

Santa Cruz Mountains and into Scotts Valley, the original PCA tour got into the middle of our group. As we pulled into our first stop (Mountain Feed and Farm Supply in Ben Lomond) and we suddenly had 33 cars! We let the other group take off before following them up Highway #9 to Skyline. We should have expected that Alice's in Skylonda would be overly crowded, as it was Father's Day! We pulled into the parking lot with 14 cars and maybe 2 spaces were open - certainly



Pebble Beach Tour Group

not enough for all of us. We double parked for a few minutes, until we decided to carry on to our lunch destination. The route we took led us through old growth Redwood Forests, the towns of La Honda and Loma Mar which are famous for the Hippy Movement, Ken Kesey and his "Acid Tests". A bit further on, the terrain changed to coastal oaks and grassland. We pulled into the Highway #1 Brewery, where we had a beer(s) and lunch in the back yard.

3 The "Meet in the Middle Picnic" was held on the 4th Saturday. We had three groups meet up and tour the DiNapoli Ranch in East Watsonville. Monterey had a good-sized group, Soquel/Capitola also had a big group, but the San Jose group had almost zero. It was nice picnic, the views from the hilltop estate are amazing, and fog stayed along the beach. A big thanks to Rick DiNapoli for allowing us to use his family's estate, and for going to Gizdich Ranch for pies: apple, strawberry-rhubarb, and apricot. We drew people from Half Moon Bay (John and Lark Evans) and Ed Morris from Walnut Creek. Tony Aprile brought his freshly restored roadster on its first trip from Santa Cruz. Somehow the guys in Monterey talked Tony Van into driving his C coupe. He had never had it on the highway before - just driving around Pebble Beach and Monterey. Now he is starting understand the fun a 356 can be on the road.



Point Pinos Grill

Christmas Tree Decorating and Potluck At the California Auto Museum

Sunday, November 27th starting at 2:00 pm

The California Auto Museum's annual Christmas Tree Decorating Party and Potluck is a wonderful way to kick off the holiday season with your friends and an opportunity to meet many new people in the club as well as other Automobile enthusiasts. This year the event is being hosted for the Museum by 356CAR and the Sacramento Valley Porsche Club so we are hoping for a great turnout from our members.

Our club has two Christmas trees to decorate and we have a lot of ornaments from past years. However, we would love to see more ornaments that you have made. An ornament showing your car and/or yourselves is a great way to show the 1000's of people that pass through the Museum during the Holiday Season just what a great car club we have.

We will trim the trees beginning at 2:00 pm, followed by the Potluck at 4:00 pm. Everyone is asked to bring a dish to share with the other car clubs. For 356CAR they are asking our members bring a Side Dish or Salad for the Potluck. The Museum will be providing the main dish of Turkey and Ham as well as coffee, utensils and other paper products. They will also have a cash bar. Please do not plan on bringing hot food as with such a large Potluck it is difficult to keep everything warm.

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

If you plan on joining the fun this year, please RSVP Kim Nelson at knelson356@gmail.com by Monday, November 21st.

We hope to see you there.



Sacramento Area 356CAR Breakfast

by Elaine Cannon



Porsche Parking for Breakfast

The monthly Sacramento area 356CAR breakfast was held at Bob and Elaine Cannon's home on Saturday, July 9th. The gates to the backyard opened at 8:30 and the Porsches started rolling in. We had a large turnout with about 60 people and 25 cars.

A reoccurring fundraiser was the "clothesline clothing sale" which helps people get rid of Porsche related clothing/hats/etc. that they no longer want and to give other members a chance to stock up on items they need. All proceeds of the sale go to our local club's favorite charity, the Gold Country Wildlife Rescue

group in Auburn. They rescue, rehabilitate and then release wildlife back into the wild. This time the club was able to donate \$225 to help the animals.





Clothesline Sale



All Porsches Welcome

A highlight of the morning was a new game, "Will He Fit?". Seth Owens, our local Hagerty rep, came to the meeting. At 6'7" this was a question on everyone's minds since Seth had never been in a 356 before. Cheers went up as the question was answered – yes!

After the meeting Kurt Campbell led a group to Swabbies on the (Sacramento) River. Swabbies is a local hangout famous for their tacos, Bloody Mary's and concerts.

We are continuing to have our monthly 356CAR meetings at member's homes into November.



Seth Fits!

356CAR at The Ramshead Automobile Collection

by Frank Kalofa



Photos by Mary Borden & Frank Kalofa

On July 30th, 2022, a group of 356 enthusiasts gathered at The Ramshead, a private museum collection of automobiles, collectibles, and art, located in a beautiful but outwardly unassuming location in North Natomas area of Sacramento.

His collection changed throughout the years as John's tastes evolved, cars of interest became available, and John's time with some cars would come to a completion. In 1978 he bought a 1941 Cadillac convertible and, while other cars came and went, that car remained in the collection and was known to be his favorite. It was present in the showroom the day of the gathering.

The name "Ramshead" came from a bar in the 1980's in Bermuda - The Ramshead.

About forty people, mostly 356CAR members, attended the Ramshead event, having been invited for a private tour by Frank Kolafa and organized by Chandler Knapp and Ralph Lux. Coffee, orange juice, and home-baked muffins were enjoyed. In fact, some attendees practically made spectacles of themselves over Laura Kolafa's banana chocolate chip muffins. Not intentionally, but rather coincidentally, July 30th was Frank's 65th birthday and three different chocolate cakes were brought by friends who knew this. The crowd thus was forced to "eat cake".

While brainstorming for a name for the collection, a group, reportedly supplemented by Bermudian beverages, was trying to come up with a name "like the one just named in the Bay Area called Blackhawk".



The collection belongs to John White, whose love for cars began during his boyhood in Garden City, New York. John's father was a Dodge dealer in New York City and John spent much time at his father's dealership, enjoying roaming around the new cars, used cars, and the service department. Reportedly John walked "auto row" and collected automobile brochures from other local dealers, especially when the new models were delivered to the dealerships. Many of those brochures remain part of John's collection today.

John got his first car at age sixteen, a 1948 Triumph, and he really never stopped collecting.





Frank Kalofa's 356 Looked Great in the Archway

A tour around the museum was conducted brilliantly by the charming Chandler Knapp, who has been working at the museum for seven years and whose current title is Collection Curator. He highlighted three special Chrysler Ghias. One, the yellow Super Dart 400 is a one-off prototype built for the 1957 Turin Auto Show and it was on the field at Pebble Beach in August 2022. Chandler also described a 1948 Derham-bodied Dodge and a 1963 Oldsmobile F-85 Jetfire. A nice Q&A session followed.

The Ramshead museum's 10,000 square foot space resembles an auto showroom blended from the 1940's, 50's, and 60's. A motorized turntable showcasing John White's current featured car choice holds the position of honor in the room. On July 30th it was the 1962 blue Chrysler Ghia L6.4, one of twenty-six built. The museum walls are adorned by a local artist's version of a 40's diner. Two billboards, wonderfully large in the space, display a Levi Strauss ad and the other with Bing Crosby advertising Chesterfield Cigarettes and Mercury. The building's high spaces feature a number of neon signs, including some from car dealerships of the mid-20th century.

While John White was quite enthusiastic to have this get-together at Ramshead, he was not present. Sadly, but not unexpectedly, John passed away the next night. He was said to have been quite pleased that the group was able to appreciate the collection.

We extend great thanks to John White and Doug Alcorn, Chandler Knapp, and Ralph Lux.



Pebble Beach Winning Ghia

Zenith Carb Tops Rubbed Raw?

by Steve Douglas

Many years ago the Up-Fix'n Der Porsche published a small article about the clamp-on air cleaners rubbing holes in the tops of Zenith Carburetors. It was simple fix, just slip a 2-1/2" diameter O-ring onto the top, push it down to where it sits on top of the vent tubes. Install your air cleaners as before. I read that and checked my Carbs and found a slight groove, but that was back 40 years ago. I can't imagine what would have happened after 200,000 miles and 50 years. I had never really seen a top that was completely rubbed thru until a couple weeks ago. I had received a bunch of Zenith parts, and in sorting through them, I found one

with a big hole! While it is only into the vent tube and not apt to leak that much if left to continue much further, there could be a serious leak and weaken the top enough for it to crack.

The o-rings I use are gas resistant, from Napa Auto \$0.99. # BK 7272230 2-1/2" ID X 3/16"

There is an exception, the 63 and later Cs had tall air cleaners with built in sleeves and O-rings. Many 63 and early 64 cars came with a short "standard" air cleaner on the left and the tall one on the right with the breather tube attached. It was said they were using up the existing stock, for the left ones. All of this was

because of the US smog restrictions needing closed crankcase ventilation system.

Photos:

- #1 - Almost new carb top.
- #2 - Carb top with hole.
- #3 - "O" ring installed
- #4 - Later "C" air cleaner.



#1 - Almost New



#2 - Zenith Carb Top with Hole



#3 - "O" Ring Installed



#4 - Later "C" Air Cleaner with "O" Ring in Place

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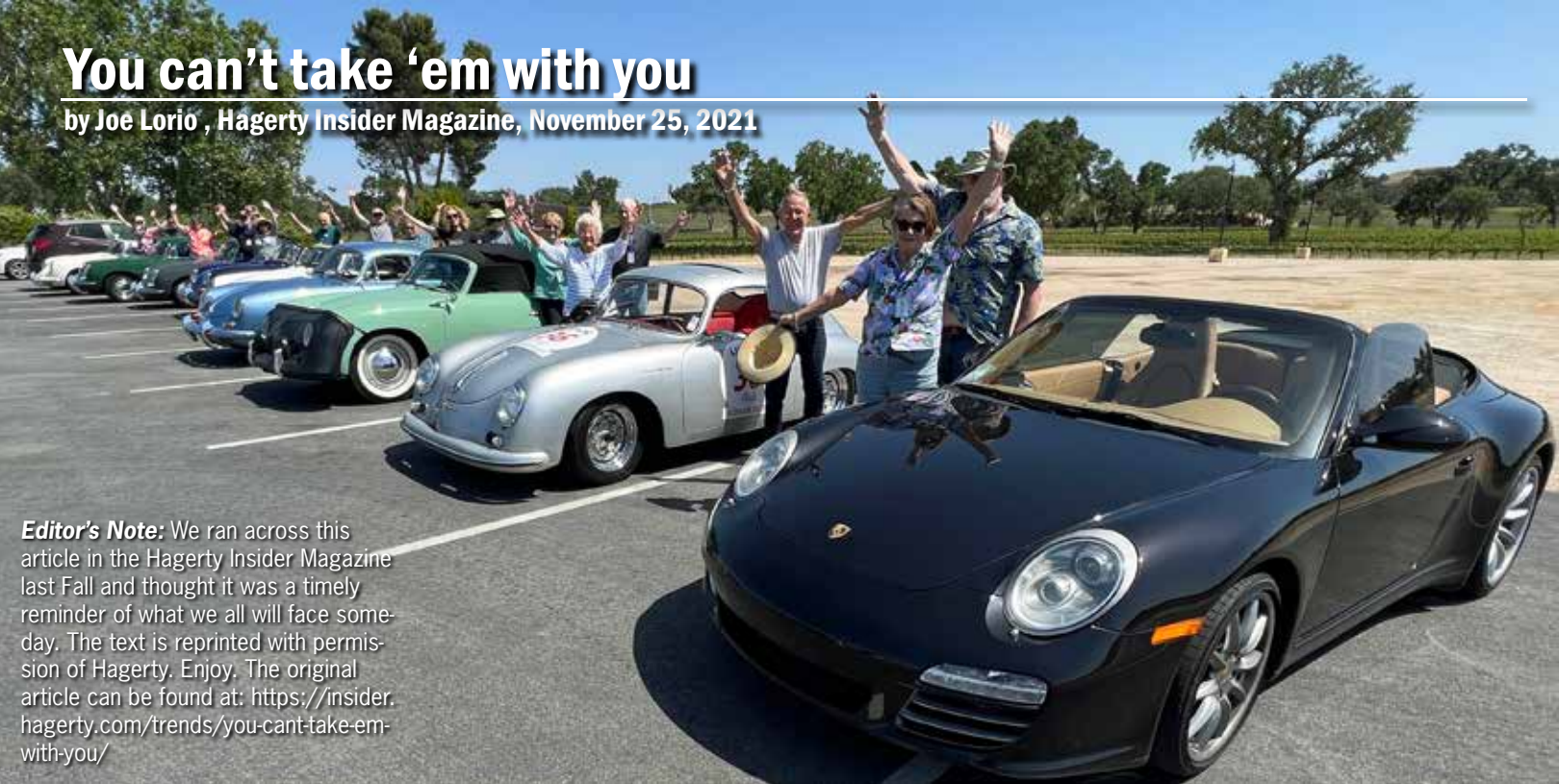
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You can't take 'em with you

by Joe Lorio, Hagerty Insider Magazine, November 25, 2021



Editor's Note: We ran across this article in the Hagerty Insider Magazine last Fall and thought it was a timely reminder of what we all will face someday. The text is reprinted with permission of Hagerty. Enjoy. The original article can be found at: <https://insider.hagerty.com/trends/you-cant-take-em-with-you/>

When longtime owner of a Miura, Hans Weber, died in 2015, it was parked in his brother's garage until RM Sotheby's sold it in 2019.

At Hagerty, we love vintage cars in all their many varieties. Just as there are an infinite variety of collector cars, the experience of owning them is different for everyone. One aspect, however, is universal: When you leave this earth, your cars stay behind.

In that respect, cars are just like all the rest of your stuff. Although one's car collection may be a small part of the total estate, it's one that can be especially knotty or problematic. It also can consume more than its share of effort, angst, and expense for loved ones left behind. But with a little bit of fore-planning, that doesn't have to be so. We of course can't cover every wrinkle here, and your experience may vary. Rather, think of the following as a basic framework of what to consider and a gentle nudge to begin considering them.

ARE YOUR LOVES THEIR LOVES?

Some collectors have a spouse, a child, grandchild, or other family member who shares the passion for their vintage car, but more often, none of your heirs feels as strongly about it as you do. Even those who do appreciate and admire your classic car might not feel that they have the knowledge to properly care for it or the space to keep it.

"Everybody knows what to do with inherited money, they don't know what to do with cars," says attorney John Draneas, who writes often on collector-car legal issues for Sports Car Market. He adds: "The other thing that is really significant about cars is that they are an asset,

and can be a very valuable asset, but they have negative cash flow. They cost money. They may be worth two or three times what you paid for them, but you're constantly putting money into them: You've got to store them, maintain them, repair them, insure them. It takes money to own the cars. So, if you leave them to somebody, whoever you leave them to is going to have to bear the cost of owning them."

Bearing all this in mind, it's important to have a frank conversation with your family about whether they would or could become the new steward for your cars or whether they'd likely sell them off.

MAKE YOUR INTENTIONS KNOWN

Whatever you decide, make your intentions known. That's even more important if a car is going to someone outside the immediate family. Have you promised to sell your car to a friend? At a specific price? Make sure those instructions are written down, so that your heirs know your wishes.

"As an appraiser, I've actually been witness to this kind of horror story," says Dave Kinney of USAppraisal in Virginia (Dave is also the Publisher of the the Hagerty Price Guide). "Many years ago, I was hired by an estate to value a 1966 Shelby GT350. It was the deceased husband's only collector car, and the widow was distraught as her late husband's 'friends' had been getting in touch to ask what was going to happen to the Shelby. One brazen individual actually stated that her husband had supposedly promised the car to him and at a specific price that was severely discounted to the car's actual value. She was so upset that she was considering a deal at his price." Kinney suggested that she call her

attorney to see if she was under any obligation to sell the car to any specific person or at any specific price.

I now have an ongoing conversation about my cars with my wife, and she knows that nothing is promised to anyone, and if I go before her, she is the one in charge."

Dave Kinney, publisher, Hagerty Price Guide

"The attorney quickly confirmed that the car was now hers, and she was in control, and as there were no specific instructions, she could do as she wished with the Shelby," Kinney said. She wound up selling the car to a member of the Shelby Club (SAAC) for a lot more than she was expecting. "That was not an isolated incident," Kinney says. "The upshot is that I now have an ongoing conversation about my cars with my wife, and she knows that nothing is promised to anyone, and if I go before her, she is the one in charge."

MAKING SENSE OF YOUR STUFF

If you have a will, then you have named an executor of your estate, usually a close family member. But how knowledgeable are they about your car collection? If the answer is, "not very," then you can additionally name an executor for specific assets. For example, you could name your oldest son or daughter as the executor of the overall estate but could name a buddy who's a car enthusiast as a special executor who has authority to deal with the automobiles. Or, you can say that the executor of your estate has to consult with your buddy or with somebody else who's versed in the ins and outs of owning collectible automobiles regarding the sale of those vehicles. Having someone knowledgeable handling the sale of the vehicles increases the

likelihood that your beneficiaries will get the full market value for your cars.

Acting as an executor, however, can be a time-consuming hassle, as those who have done it know. For anyone that you want to act in a representative capacity, it's important to talk with them now to make sure that they're willing to tackle the task.

The best-known case of a car collector's estate planning (or lack thereof) is William Harrah, who amassed more than a thousand vehicles before dying suddenly with no plans for them in his will.

To minimize the burden on whoever is going to settle your affairs, particularly with regards to your vehicles, it helps to stay as organized as possible. First off, make sure there's someone who knows where all the cars are. Then there are all the spare parts and records such as purchase paperwork, receipts for parts and for restoration work, paperwork for storage rental.

PROBATE: AVOID IT IF YOU CAN

When someone dies, the assets that they own solely become part of the estate, and they go through a process called probate, after which they're distributed to the heirs according to the terms of the will. Financial accounts that have named beneficiaries can avoid the probate process, but for collector cars, joint ownership and trusts are the two easiest ways to keep them out of probate.

Why do you want to avoid probate? "[It] can be a pain in the neck because you're going to have to get a personal representative appointed by the court, you're going to have to file an inventory of the assets, [and] you're going to have to file accountings," says Jeremiah Doyle IV, senior vice president and senior wealth strategist at the Bank of New York Mellon.

Plus, the process can drag out over months or even years. "In my state, Massachusetts, from the date a personal representative is appointed until the date of [assets] distribution, it can be as much as three years," Doyle adds.

JOINT OWNERSHIP

A collector who has just one or two vintage cars can title the vehicle or vehicles in joint name with their spouse. A car that is jointly titled avoids probate, since the surviving spouse is already a named owner of the vehicle. One important stipulation is that they must title the car in joint name with their spouse with rights of survivorship, as opposed to tenancy in common.

Holding a property as tenancy in common is where two people each have a half interest, and in that case, when one person dies, their half interest is subject to probate. But if a vehicle is owned in joint tenancy with rights of survivorship, when one person dies, by operational law it automatically goes to the joint owner. It does not have to go through probate.

IN TRUSTS WE TRUST

Another fairly simple way to avoid the hassles of probate is to set up your own trust that can be revoked, and then transferring the cars into that trust. "That way, the vehicles are no longer in your name, they're in your name as trustee. That makes a huge difference because now those assets are not subject to probate," Doyle says, adding: "When you put your cars into a trust, you have to think about the provisions of the trust. Where are those assets going to go? The provisions of the trust have to indicate where that property is going to go if you die."

While you're still around, owning vehicles in a trust is not much different from owning them outright. "You have the same rights and responsibilities if you own it in your own name as if you own it in a trust that can be revoked," Doyle says. On the certificate of title or ownership document, instead of your own name it shows your own name "as trustee." As the trustee, you still have the power to buy new cars and add them to the trust, borrow against the trust, or sell any cars that are in the trust. When selling a car out of the trust, the bill of sale or transfer document is signed by the trustee as the owner of the vehicle.

Nor does putting your cars into a trust change any income tax owed if a vehicle is sold. "The assets are treated as your own for income-tax purposes, so you pay the tax on the sale," Doyle notes. And since the trust is revocable, you can tear up the trust any time you want and have the property re-titled in your individual name if you want later on. You also have the right to alter, amend, revoke, or terminate that trust.

Trusts are not complicated to draw up. "You don't have to go to someone who deals with the Rockefellers to draft a trust," says Doyle. "Your local lawyer can draft a revocable trust for you. It's not that difficult."

SELL NOW

Some collectors, as they get on in years, begin to wind down their vehicle holdings. The advantage of selling while you're still around is that you usually have a lot of built-up knowledge about the cars—the history of the vehicles and the specifics of their restoration—that often are lost when the owner passes on.

Still, "few people choose to sell their collection before they die," observes Eric Minoff, senior specialist at Bonhams. "In part because car enthusiasm is kind of a fatal illness and most people tend to die with it. They don't want to relinquish the thing that brings them so much joy, even when they may not be able to physically take advantage of using them."

For cars that have appreciated significantly, there are capital-gains tax considerations that may make it advantageous to pass them on as part of an estate and let the heirs do the selling. If a collector sells a classic car, the

difference between the selling price and the price paid (less any restoration costs) is subject to a capital gains tax of 28 percent. So, a collector who wisely purchased a Lamborghini Miura 30 years ago for \$100,000 and sells it for \$950,000 would owe tax on the \$850,000 gain. But if that same Miura passes to through the estate to a fortunate heir of that collector, the heir's cost basis is not the price paid but is instead the appraised value of the car when he or she inherits it. If the Miura appraises for \$950,000, and the heir sells it at auction, they would owe capital gains tax only if the car brought more than that \$950,000.

Few people choose to sell their collection before they die....They don't want to relinquish the thing that brings them so much joy, even when they may not be able to physically take advantage of using them.
Eric Minoff, senior specialist, Bonhams

The cost basis is "stepped-up" from what the deceased collector paid to the appraised value at the time it passes to the heirs. That can be a big factor when a car has appreciated strongly under current ownership. Note, however, that the cost-basis step up is the current law, and is subject to the whims of lawmakers, meaning it potentially could change or go away. And keep in mind that tax law can vary depending where you live.

ARRANGE NOW, SELL LATER

There is a middle ground between selling your cars while you're still around and leaving everything for your heirs to sort out. A collector with significant holdings that are going to be liquidated after his or her passing may want to make arrangements with an auction house or other venue ahead of time to handle the eventual sale.

After all, you're likely to have a better idea of what cars should be sold at auction and by whom, and which should go to a classic-car dealer, and again which one. As Minoff says, "You as a collector and a hobbyist probably are the one who has relationships with people in the hobby and at auction companies. Unless your children or spouse is as involved in the hobby as you are, they're starting from square one."

The process for pre-selecting an auction company to liquidate a collection would look something like this: The auction company would need to familiarize themselves with what is in the collection. They can assist with putting together appraisals. Usually, the cost of the appraisal is only applied if the collection doesn't come to the company for sale. The collector also negotiates the seller's commission.

Having the cars sold at the ideal venue maximizes the likely sales price. And making arrangements ahead of time at the very least saves your heirs a major headache. It also can save significant money. "If you have an estate lawyer doing billable hours for all the work in



getting pitches from different auction companies or dealers, you're incurring thousands of dollars of additional costs you could have possibly saved by having made those decisions in advance," Minoff says.

THE TAX MAN COMMETH

As of this writing, most collectors do not have to worry about their holdings being subject to the estate tax. Under current law, estates valued at \$11.7 million or less are not subject to the tax (that figure is doubled if you are married and is indexed to inflation). In 2026, however, the exemption drops back down to \$5 million (adjusted for inflation). The exemption figure also could change, as this part of the estate tax is under active review.

A little bit of history is important here. The estate tax exemption has for decades been increasing, and it has gone up a lot. "When I did my first estate tax return in 1977, the exemption was \$60,000. That's it," says Doyle. "And now it's \$11.7 million. It's always gone up. I've never seen it go down. It went from \$60k to \$600k, then \$625k, then \$675k, and then it went to a million, and then they juiced it up to \$5 million indexed to inflation, and then they doubled it in 2017 to \$10 million indexed for inflation, and that's where we got the \$11.7."

Those figures all concern the federal estate tax. Some states also levy their own estate tax, and their exemptions can be much lower. The lowest exemption currently is Massachusetts, where the estate tax kicks in at \$1 million. Note also that the \$11.7 million dollar estate tax exemption and the gift tax exemption are unified. If all or some of the gift tax exemption is used during lifetime, that subtracts from the amount of estate tax exemption available at death. So, that's another way the estate tax threshold is, effectively, lower for some taxpayers. Gifts from one spouse to another or estate transfers to a spouse are tax-free, however. They are not subject to the estate tax or to the gift tax.

For estates that are subject to the tax, at either the state or federal level, the assets of the estate—including classic cars—have to be appraised, and the tax is due nine months after the date of death. For those with substantial collections—or other holdings—who will be subject to the estate tax, there are strategies that can be employed. A very small percentage of taxpayers fall into this category, and if you do, you are probably already monitoring your options.

CHARITABLE DONATION OF VEHICLES

If the heirs are not interested in the collection, a collector might decide to donate their vehicles to a charitable organization rather than sell them. The rules surrounding charitable donations are different for vehicles donated during lifetime versus after death.

If you donate during lifetime, and you want to take an income tax charitable deduction, the rules are complicated. In order to get a federal income-tax deduction for the fair market value of the vehicles, a collector has to 1., hold the cars for more than a year, 2., donate them to a public charity, as opposed to a private foundation, and 3., and most importantly, the donated automobiles have to be put to a use that's related to the charity's tax-exempt function. A car museum, for example. That use would be related to their exempt function, and the collector would get a charitable tax deduction for the fair market value of the vehicles.

On the other hand, if the automobiles are donated to a homeless shelter or some other charity where the cars are not related to the organization's tax-exempt function, the donor can only deduct what he or she paid for the cars (the cost basis). The donor can't deduct the fair market value of the automobiles.

Donations made to a charitable organization at death will result in a federal estate tax deduction. There is no related-use rule for charitable donations made at death. So, an individual can bequeath a vintage-car collection to any charity

and receive a deduction from their estate tax equal to the fair market value of the cars.

IF YOU WANT THE COLLECTION TO STAY TOGETHER, YOU CAN SET UP YOUR OWN CHARITY

This is pretty advanced-level stuff, but one way to be certain that your collection is not going to be broken up is to set up your own charity or private operating foundation. You can be on the board of directors of the foundation along with other people, like your kids. That way, you still retain control over the collection.

There are two types of foundations: There's a private non-operating foundation and a private operating foundation. The difference between the two is crucial. A private non-operating foundation is one where the foundation merely writes checks to other charities. It does not itself engage in any type of charitable activity. If you set up a non-operating charitable foundation, the income-tax deduction is limited to the cost basis of the automobiles, not their fair market value.

An operating foundation is one that actually engages in charitable activity. With classic cars, that would typically be a museum. If it's a private operating foundation that operates their own charity, the collector can get an income-tax deduction equal to the fair market value of the donated cars.

Henry Ford famously collected so much stuff during his lifetime that, in 1929, he opened a museum to hold it all. The Henry Ford Museum now attracts some 1.77M visitors a year.

Note that the private operating foundation can begin during lifetime or it can be part of an estate plan. Again, Jeremiah Doyle explains: "If you wanted to, you could set the private operation foundation up during your lifetime, donate the cars, watch how it works, tweak it. Alternatively, what you could do is have that set up as part of your estate plan so, at death, all these cars that you own are going to dump into the private



operating foundation. Maybe your family, your kids, or somebody else who has an interest in the collection runs that operating foundation for however long they want to run it. And you'll get an estate tax charitable deduction for that."

As we said, this is advanced-level stuff. Doyle cautions: "The income-tax charitable deduction rules are really complicated. There are a lot of traps for the unwary. A collector really needs somebody that is well versed in collectibles in order to get the right result."

DON'T FORGET ABOUT ANCILARY MATERIALS

For automotive books, literature, and memorabilia that collectors might also possess, the historic value of the items might be significant even if they're not worth a lot of money. Heirs may not recognize any value of such items, and so you may want to identify organizations such as museums that are dedicated to historic preservation, and earmark certain materials in your collection to them.

Collectors are very attached to [these items], so to imagine them going to the dumpster would be heartbreaking.

Chris Ritter, library director, Antique Automobile Club of America

"We encounter it almost on a weekly basis where a representative of the family will call us and say, 'My father/mother passed away, and we have no interest in this material. Would you like it?'," says Chris Ritter, library director for the Antique Automobile Club of America (AACA). The AACA has a library that catalogs sales literature, shop manuals, factory photos, and the like.

The library accepts all donations, although in the event of duplicates, the library only keeps the better copy. "Our eyes definitely light up when we see pre-War sales literature, owner's handbooks, shop manuals, even original

photographs from the '50s and earlier are just fascinating," Ritter says.

Car collections are more than just cars, of course. Books belonged to legendary F1 driver Phil Hill and were auctioned by Gooding & Company.

"Collectors are very attached to [these items], so to imagine them going to the dumpster would be heartbreaking. That's why we encourage them to reach out to us and to really think about what they want to have done with them." While that can be done by the heirs, provided they'd know where to donate, there are advantages for the donor to deal with the organization in advance. "Some people want to make a donation of material, and they don't want it to ever be split up. We can honor those wishes," Ritter says. "The items can live on the shelf as 'The [donor name] Collection'."

At the AACA library, all items are accessible to the public, not just to AACA members, either on site or through remote research services. The state-of-the-art facility is climate-controlled for temperature and humidity. It also boasts a clean fire-suppression system, so in the event of a fire, there wouldn't be any damage to materials. As Ritter says, "This is the ideal place for long-term care of paper products. We've invested millions of dollars for the future of the hobby and the history. We're here for the long haul, and we have an endowment to back it up."

Keep in mind, though, that most cars donated to a museum aren't likely to become part of the permanent collection. Typically, museums eventually sell off donated cars to raise funds to cover general operating expenses. So, your donated '55 Chevy might not be displayed in perpetuity for others to appreciate, but the monies raised from its sale will help the museum stick around to serve future generations of enthusiasts.

Planning for the future, even the unpleasant future, is a task for today. Most of us want the best for those who'll live on once we're gone, and we may also want the best for the cars we're so attached to. Take the time now to set things up for a smooth transition for that eventuality. Doing so does not mean you have one foot in the grave; it means you have your eyes focused down the road.

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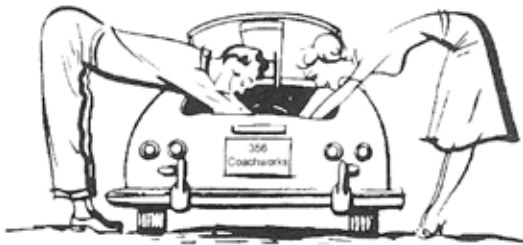
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Princess Cruises and Porsche Club of America Team Up

by Bob Cannon

This is not an advertisement, but a quick “head’s up” about an upcoming event which we became aware of at this year’s Werks Reunion. If you are a PCA member and interested, don’t delay!

Earlier this year, Princess Cruises announced a National Level Partnership with PCA. Over the last six months, they have been busy working with Princess to create a brand-new offer for PCA members called

“Zonefest-at-Sea”, an 8-day cruise leaving Ft Lauderdale on December 10 on the Regal Princess. On this cruise, you’ll enjoy exclusive Porsche themed events and activities, amazing dining, entertainment and activity options, visits to sun-splashed Caribbean islands and more.

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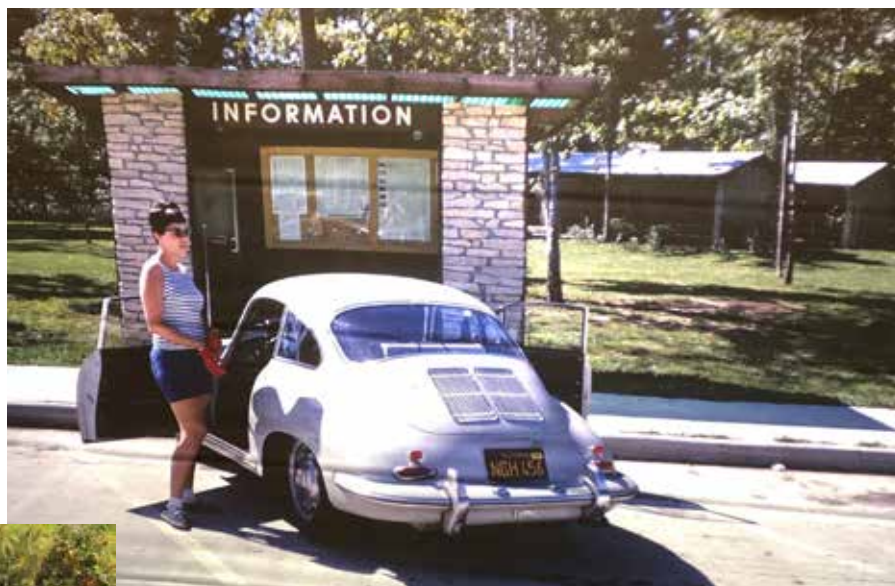
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My Dad's Car

by Karl Killany

In January 1965, after driving a coworker's 356, Jerry Kiliany decided to order a Porsche. He went to the dealership only to find that 356s were discontinued for the New 911. He really did not care for the new body style and the unproven new 6 cylinder motor so he went home to consider what if/what other car he would order. A few days later, the dealer called with news of a customer cancellation and a production spot was now available. Morning sickness delayed the May trip for the European delivery until June. After a series of European adventures- from being pulled over by East German police for "driving" in the left lane (too many pot holes on the right) to parking at the top of the Spanish steps, the car was driven back to Stuttgart for shipping to the US.



In September the car arrived in perfect condition. Not as fortunate were the 911s, they were all missing stereos and other accessories upon arrival in Long Beach. A few days later after returning from a road trip to Santa Barbara, the CHP pulled my parents over. They understood their Euro plates needed to be replaced within 30 days, but did not know they could not drive it until then. First ticket...Check that one off the list.

A few months later, their first child (me) was born so some accommodations were needed. With back seats folded down this created the perfect spot for a bassinet and a bottle was prepared by a 10 mile warming in the engine compartment. They were off again in their 356. A couple years later they moved to Northern California where the car still resides.

Long time Registry and 356CAR members, they enjoyed many car and social events over the years. There is currently 98k miles on the clock and now under the care of that former rear seat infant passenger, looking forward to many more years of enjoyment.

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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 Bay Area Pacific Grove

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

356CAR

California Alta Region

31 Coronado Court.
Novato, CA 94945

356CAR MONTHLY MEETINGS

NOTE: All 356CAR members and guests are required to be fully Covid 19 Vaccinated to attend 356CAR Indoor Events.

Stay tuned to 356CAR.org and our club email blasts for any changes to our Local Meetings.

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!)