

356 CAR

California Alta Region

2022 Issue 4



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President's Message

by Kim Nelson

356CAR Newsletter Editor Wanted!

As I noted in our last newsletter, we are looking for someone to volunteer and help our Club by becoming our next 356CAR Newsletter Editor. Elaine Cannon has volunteered to be our interim Newsletter Editor and has done a beautiful job with the last 356CAR issue and this current one.

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 completed it is then sent off to our printer and Web Services Manager, Bob Cannon, for distribution. The Newsletter Editor 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 Supports Several Charities during the Holidays

First up this year was the Bay Area's Toys-for-Tots toy drive. This annual event was on December 3rd at the group's monthly breakfast meeting. Afterwards, the toys were loaded up and taken to the local Fire Department for distribution. The Sacramento group once again supported the El Dorado County Food Bank with 265 pounds of donated goodies. Additionally, this year the group decided to try and raise money for the Caldor Fire victims who lost their homes. I am proud to report that our members donated \$718 to the El Dorado Community Foundation "Caldor Fire Fund" where the entire donation will go to support the families impacted by the fire.

North Meets South Registration Opens January 15th

Our friends in the 356 CLUB are hard at work preparing for this year's North Meets South in Cambria which will take place May 4th through the 7th. The host hotel is the Cambria Pines Lodge and hotel rooms can be booked now by calling the hotel at 800-966-6490. The group discount code is 356Club and the Group ID is 3447037. I know the 356 CLUB organizers have some great drives planned and a few surprises for us. If you're thinking of going to North Meets South this year I suggest you book your rooms now.

Support Our 356CAR Advertisers

Our advertisers, who I have listed below, have all just renewed their advertising in our 356CAR newsletter for 2023 and deserve our support when we're looking for products or service. When you contact these advertisers please thank them for supporting 356CAR and let them know you saw their ad in our newsletter. Our advertisers help to keep the hardcopy of our Newsletter available to our membership.

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Rutledge-Hambrick - Sacramento, CA
Sierra Madre Collection- Los Angeles, CA
Vintage Werks - Otis Orchards, WA

Based on our December 356CAR Board meeting I believe our club will have a lot of opportunities to get together next year. We have some fun and interesting activities that are in the planning stages so please stay tuned for more to come.

Be extra careful driving this time of year and I'll see you on the road.

Kim

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!

On the Cover-

A drive to the Point Sur Light Station

356CAR Member Update

by Dana McDaniel, Membership Chair

2022 continues to see new members joining our club. Since October, we've added 9 new members and 6 co-members. Our total 356 CAR current membership is 330 plus 241 co-members. We've lost over 30 folks that expired their membership and will not be receiving further 356 CAR messages or newsletters.

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 in flu season, so get your flu shots, COVID boosters and enjoy time with your fellow 356ers.

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

Here 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.

Member

Chandler Knapp
 Steve Ramsey
 Uwe Brosamle
 Sanje Rao
 Tom Gilman
 John Manoogian
 Alia Lawrence
 Norman Kline
 Philip Greeley

Co-member

Shan Gao
 Laura
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West Coast Holiday 2022

by Kristi Dalldorf Besemer



Villa San Juliette Winery

The event took place in beautiful Paso Robles, California. The historic Paso Robles Inn was situated right across from the downtown square/park. Boutique restaurants, bars, delis, and gift shops were all within walking distance. A bonus was being there for cruise night! This was the first time we had spent time in Paso Robles - a must visit place. The low 80 temps were perfect.

On Thursday night, Cass Winery hosted the group in their beautiful "barrel room" winery event center. We dined on a catered trip-tip buffet amidst the vineyards and the sunset while enjoying time with friends.

While we did not participate in the hosted drives, we were led to 2 gorgeous wineries in the Paso Robles area by Ryan Dalldorf on Friday. Ken & Judy Dwelle and Bob & Kathy Murray joined in the fun. First stop was Villa San Juliette. We had the perfect photo op on their driveway circle and enjoyed delicious wines and food. We had the place to ourselves.

The second stop was Halter Ranch Winery which was nestled on a gorgeous property complete with a runway strip, miniature Swiss train, and covered bridge. The great photo used on the last newsletter issue was taken on the covered bridge.

The last time we were at the Warbirds Museum was for North Meets South in 2017. At that event, we were inspired to work on our beloved

356s. The Warbirds Museum was the perfect backdrop for the dazzling vintage 356s amidst the war planes. What makes any 356CAR event special are the times we get to spend with family and friends.

The 356 WCH organizers had a taco food truck and a hot dog food truck available at the concours for lunch. Folks could choose to eat at the concours or leave after voting was done to get lunch at a local restaurant.

We attended one of the Tech sessions presented by Jules Dielen of Vintage Trader. He was the hit of the day with his LED headlights and bulbs for our 356s. He also won 1st place for his Convertible D.

Kudos to the 356 Registry Trustees, Joe Kuntz and Gary Theis (for all of his hard work in organizing the concours/awards at the Warbirds) and their team in making this West Coast Holiday one to remember. Thanks to Diane Morrill of the 356 Goodie Store for having WCH badges and magnetic rally plaques available for purchase. Diane used retro artwork for the badge.



Tom Besemer, John Hearn, Diane Morrill, Kristi Dalldorf Besemer

We have to give a shout out to whomever created the professional West Coast Holiday guide. It was truly first class with excellent directions, high quality photos, information and highlighting the sponsors.



Ken Dwelle, Kathy Murray, Judy Dwelle



This vintage airplane belonged to 356CAR member Ken Dwelle's uncle. His uncle donated this to the Warbirds Museum. It was hanging in the hangar where the awards banquet was held.

Saturday evening was lively with auction items, raffles, a pork loin buffet dinner, followed by awards. Our 356CAR members did well!

Some 356CAR Award Winners

- Most Road Trip Worthy Car - Ryan Dalldorf
- 2nd Place Unrestored - Ryan Dalldorf
- 1st Place B Open - Kristi & Tom Besemer
- 2nd Place B closed - Bob & Kathy Murray

Thanks to Steve Douglas for organizing the Sunday swap meet.



Examples of the grill badge and rally plaque for this year's event.



The Concours at the Warbirds Museum

Car Club Tree Decorating Party at the California Auto Museum

by Elaine Cannon



Two-hundred thirty-five people from 15 Sacramento area car clubs came together to start their holiday festivities at the California Auto Museum on Sunday, November 27th. The purpose of the get-together is to decorate Christmas trees around the museum representing the different car clubs.

The 356CAR club tree is decorated with hand-made ornaments highlighting people's cars. The decorated trees will stay up in the museum until January 2nd. Of course, food is usually a big part of these events and a buffet of ham, turkey and all the trimmings was served. Raffle tickets were sold and quite a few people won prizes that

were donated by the car clubs. It was a great day to see old friends and to wander around the museum. As a bonus, the Cavalcade of Cars during the month of December is made up of Porsches of the Speedster lineage.

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356CAR Christmas Party



The Sacramento area 356CAR Christmas party was held on Saturday, December 17th at Kim and Rachel Nelson's garage in Shingle Springs. About 100 people came to celebrate the holidays with a wonderful pot-luck, drinks, and camaraderie. Our charities this year were the El Dorado County Food Bank and a fund for the victims of last year's Caldor fire. The food bank received 265 pounds of food and the fire victims fund received \$718. Some of our 356CAR newsletter advertisers as well as Lori Schutz of the 356 Registry attended.



356CAR Drive Your 356 Day to the Cobra Experience Museum

by Kim Nelson



This year, 356CAR celebrated “Drive your 356 Day” with a drive to the Cobra Experience Museum in Martinez, CA. Twenty-nine 356CAR members enjoyed one of three different driving tours leaving from different parts of the Bay Area and Sacramento to meet up at 10:00 am at the Museum. The Museum is only open one day a month on the third Sunday and for our visit, the Museum was closed to the public. We were greeted at

the Museum by the founder, Drew Serb, and for the next four hours we were all his! Drew’s love of the Cobra and everything Carol Shelby goes back to his childhood and his depth of knowledge on the subject is infectious. Upon entering the Museum you are literally taken aback with the beauty and diversity of what the Museum has. We started by watching a short movie about Carol Shelby and his life’s work and then toured the Museum with Drew and one

of his Docents. Besides the Museum and the Movie Theater in the Museum, they also have a wonderful lunch area where we were treated to a delicious catered lunch. The day ended all too quickly and by mid afternoon we were back on the road celebrating Ferry Porsche’s birthday and driving our 356s!





If you haven't been to the Cobra Experience Museum in Martinez, CA you should definitely put it on your list of things to go do and see in 2023. It is an incredible collection of all things Carol Shelby; from his racing in the 50's and winning the 1959 Le Mans for Aston Martin, to developing the Shelby Daytona Coupes, the Shelby Cobras, the Ford Mustang GT 350s and 500s and of course the four time Le Mans winning Ford GT40s.



November Sacramento Area Breakfast Meeting

by Kathy Ungari



The Sacramento 356 CAR group held their November breakfast meeting in East Sacramento, in the scenic backyard of Claudia and Kurt Campbell. About 42 members attended, lining the streets of this stately neighborhood with 356s, much

to the enjoyment of the neighbors. The weather was perfect for an outdoor gathering, and the food was delicious. Attendees came from all over the greater Sacramento area, with one couple driving all the way from Sonora.

After the social gathering, and a discussion of past and future 356 activities, some of the group took a colorful drive along the Sacramento River, ending up at Swabbies on the River for delicious fish tacos.



356s in East Sac

October Breakfast Meeting in the Sierra Foothills

by Elaine Cannon



On October 8th the Sacramento Area 356 members were invited to have our monthly breakfast meeting at Jim and Linda McMahon's home in Newcastle. It was still summer-like weather for a beautiful drive through the Gold Country.

About 40 members enjoyed great food and a gorgeous view from the McMahon's patio. Ten 356s, a couple of 911s, a Boxster, and a VW Thing were the rides of the day. After the meeting a few members drove to the Lincoln Airport airshow and then onto Goathouse Brewery.



Sibling Rivalry or The Continental and the Bride (A Fairy Tale of Sorts)

by Kathy Sansone

Once upon a time in 1974, a tattered and well-used red 1955 356 Porsche Coupe was adopted by Tom and Kathy Sansone in San Bernardino, California. It had been repainted long ago, the black interior was worn, but it was happy to again be

S-10 truck which became a hit with her friends who liked to sit in the bed of the truck after school. And the Coupe was now in its fourth garage still patiently waiting to be restored. The family had been members of the Northern California 356CAR club for several years and

light and down a long driveway to its new 2,000 sq.ft. garage home. Could it be? Yes, there was Tom with open arms to bestow all his attention and a restoration on the Coupe. With loving care, Tom disassembled, cataloged, bagged, cleaned, refinished, and restored every piece of metal, part, bolt, screw and wire. With a new paint job, a rebuilt transmission and restoration of some of the instruments performed by outside vendors, the balance of the restoration was completed by Tom. The car was returned to its original colors of light ivory exterior and red leather interior. And, yes, the gold Continental script was attached to its original place on each fender. Tom was very grateful for the guidance, advice, and help from several members of the 356CAR club, and the Continental was pleased.

Alicia also contributed in a small way to the restoration by lending that third hand when needed, helping test the brakes, and even using her skinny arm to clean inside the gas tank. She was looking forward to learning how to drive a stick shift in the Coupe. But to her chagrin, she was required by the insurance company to sign an affirmation that she would not drive the car until she was 26!

It had always been Tom's intent that the Coupe would be a daily driver which he would drive during Club events. But, after three years of meticulous restoration, it became clear the condition of the little Coupe was now worthy of Concours competition. It traveled as a "trailer queen" to its first 356CAR event in April, 2008 and walked away with a First-in-Class and Best of Show. It went on to win five more First-in-Class awards, two People's Choice awards, and a Grand Marshall's award that year. The Continental has been entered in numerous car shows since then and has added many more awards to its collection. Not bad for a 67 year old. The Continental was proud.

In the meantime, Alicia had been busy completing her college degree at the University of California, Santa Cruz, starting her first full-time job, and falling in love. As the family prepared for her wedding in 2012, one of her must-have photographs was with her Dad and the little Coupe. The three of them dressed up in all their finery and posed together. Even though the two "siblings" competed for Tom's attention, they were treated equally with the cost of a restoration and a wedding celebration!

Now you know that fairy tales do come true. The ugly red frog became a handsome Continental prince, and the little toddler princess became a beautiful Bride. The entire family was happy.



The Coupe in garage before restoration

of some use. It was Tom's daily driver for two years until the fog lights were stolen off the bumpers one night as it sat in the driveway. It was pushed into the garage to avoid more theft where it would sit until it could be restored. Fast forward to 1991 when a little toddler by the name of Alicia Marie was adopted by Tom and Kathy. All of Tom's attention and affection was bestowed on Alicia while the little Coupe was content to rest in its second garage until it could be restored. It was happy just to be a storage locker for old photos, cameras, and clothes. Once Alicia discovered the Coupe, she was sure it would be hers one day. After all, it was just her size because she could look inside without getting on her tiptoes.

Tom, Kathy, and Alicia moved to Elk Grove, California in 1995 where the Coupe rested in its third garage. Alicia was becoming a young woman and would soon need her own transportation. Would the little Coupe finally be hers? Well, no. Instead, she began driving a 1994

we usually drove Kathy's Mercedes on the Club's wine tours and driving events. When it was time for a group picture of all the 356s, they were kindly asked to move the Mercedes out of sight. While the Coupe waited for its rebirth, the family found a brother for the little Coupe, a 1965 356C Cabriolet which allowed them to now be in the Club's pictures. After some of the club members looked at the 1955 Coupe, they told Tom he had a diamond in the rough. They believed the Coupe was one of only 1,200 356 Continentals that Porsche imported into the United States. The Ford Motor Company threatened a lawsuit because of their use of the Lincoln Continental name, and Porsche agreed to discontinue use of the name at the end of the 1955 model year. Tom looked inside the front fenders and indeed found the holes that had originally held the Continental script.

One day in 2005, the Continental Coupe was pushed out of the garage into the bright sun-



Tom and Alicia



Miss March, following her restoration

Porsches in the California Auto Museum

by Kim Nelson



This December, 356CAR was invited by the California Auto Museum to put on a display of Porsches in the Car Club Cavalcade section of the Museum. Every month the Museum features cars from different car clubs that are members of the Museum. 356CAR has been a Car Club member of the Museum for about 15 years and takes advantage

of many of events and activities that they put on every year. With our display this year it was decided to feature the lineage of the Speedster, Convertible D and Roadster.

356CAR members participating in this year's display included from left to right, Bob and Kathy Murray with their 1994 America Roadster,

Eric Decentis with his 1961 Roadster, Scott Schneider's 1959 Convertible D, Jim and Martha Roten's 1989 Speedster, Kim and Rachel Nelson's 1957 Speedster and in the back is Bruce Ungari's 1959 Convertible D

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Demystifying “Bring a Trailer”

by Mary Borden, Borden Automotive Group

You have probably heard of Bring a Trailer, BaT for short, and wondered what it is, how it works, and how it differs from in-person auctions. I think it comes down to four key areas; worldwide audience, 24/7 marketplace, a 700,000-user community, and a reasonable fee structure.

Bring a Trailer was founded in 2007 by Randy Nonnenberg and Gentry Underwood as a blog to share with friends the cool cars they were finding on eBay, classified ads, Auto Trader, etc). It quickly gained traction and viewership expanded to car enthusiasts of all types. Per a NYTimes article “Sellers whose vehicles were sold on his blog sent the fledgling start-up a small check and closed the deal with an online handshake. “It wasn’t a very buttoned-up operation,” Mr. Nonnenberg said. Even so, the site’s clicks, comments and buyers grew. “We separated ourselves by careful selection,” Mr. Nonnenberg said. “We made sure every car was interesting.” <https://www.nytimes.com/2020/03/05/business/bring-a-trailer-classic-car-auctions.html>

Membership swelled and soon users requested the ability to buy cars through BaT. In July of 2014 the online auction portal launched. The first three cars listed on BaT were a 1970 “Boss” Mustang, a 1991 BMW M3 and a 1964 Alfa Romeo coupe. A framed picture of those cars is proudly displayed in the BaT San Francisco office. By 2014 the BaT community had grown tremendously and it is this community that is the backbone of BaT’s success. BaT’s knowledgeable membership of more than 700,000 strong, and over 300,000 registered bidders, vets each listing so potential buyers can bid with confidence.

This winning recipe has resulted in over 83,000 auction listings on BaT to date. Per Bloomberg “In 2021 the online car auction site sold \$828.7 million worth of cars, a 108% gain over the \$398 million it sold in 2020—and a full quarter billion dollars ahead of its closest live-auction-house competitor. The news soundly beats the \$578 million in total sales Mecum Auctions reported Dec. 28. It’s more than double the \$407 million in total auction sales RM Sotheby’s reported for 2021. Further down the list, Barrett-Jackson confirmed annual sales of \$191 million for 2021 while Gooding & Co. raked in \$150 million. Online auctions eclipsed live auctions for the first time ever in 2021, with 20,000 cars sold online versus 16,000 cars sold live across North America, according to data from the classic car insurer and data firm Hagerty. Online car sales across the board were up 107% year over year, moving from \$492.5 million sold in 2020 to \$1.02 billion sold in 2021, said Hagerty’s Kevin



Fisher.” <https://www.bloomberg.com/news/articles/2022-01-07/bring-a-trailer-sold-829-million-in-cars-in-2021-walloping-auction-houses>

So how does a BaT auction work? Bring a Trailer carefully curates every auction listing. Seller’s can submit their car, but not every vehicle is approved to be listed on BaT. To start the listing process the seller fills out a lengthy questionnaire, submits detailed photos, uploads service records, and can request a reserve for their vehicle. Some sellers may opt for a no reserve auction, as they feel it can create excitement and pull in bidders - but this does come with some risk. Only the seller and BaT know the amount of a given listings reserve. The reserve amount is not public information.

At this point, BaT reviews the listing submission, and if approved, the seller pays the \$99 fee. BaT then places the vehicle in the queue pending the assignment of an Auction Specialist, who then writes the first draft of the listing to be reviewed by the seller. The seller and BaT continue the listing “draft” process until the seller “accepts” the listing. This step can take up to 30 days or more. BaT is very specific about how the vehicle descriptions and auction listings are written, which photos are used in the main narrative, and how a vehicle is described for overall site continuity. They don’t allow fluffy marketing terms or wide sweeping statements, such as “the best in the world” or “you won’t find one cleaner”. They are all about facts and vehicle specifics.

Once an auction listing is through the drafting process, and approved by the seller, the Schedulers take over and they determine when the auction will go live. They are careful not to flood the site on a given day with too many similar vehicles. Typical BaT auctions run 7 days. Each auction listing has a comments section that can truly shape the outcome of the auction and they can also be very entertaining! The seller is expected to answer questions, post videos such as a “cold start”, “walk around” and a “driving” video. With over 700,000 registered community users you can count on them asking clarifying questions, pointing out issues, or providing colorful commentary. This is where the seller needs to be very attentive and monitor their auction carefully so that it doesn’t “go off the rails or down a rabbit hole”. Well thought out, factual, unemotional, and timely responses are the key.

BaT auctions usually experience a slow build of bids throughout the seven-day process, but it is in the last 30 minutes, or less, when things really take off and get exciting. We have seen the bidding jump up \$30K in the last 15 minutes on a vehicle that in the end sells for \$65K. The beauty of a BaT auction is that sniping is not possible. Sniping was something that plagued eBay auctions and it infuriated bidders and sellers. One could use software to bid in the last few microseconds to be the final bidder and win an auction. To eliminate sniping on BaT an auction may be set to end at 11:30 AM, but if bidding continues then the clock continues to reset to two minutes after each bid, to allow interested parties time to place another bid if they choose. The process of adding two minutes to the auction clock continues until an uninterrupted two minutes goes by with zero additional bids and the auction ends. At that time the system tool checks the final bid amount against the vehicles reserve and if met, the vehicle is marked sold. If the reserve is not met then the auction will be marked “Bid To” and the high bid amount, and the seller and high bidder will be put in contact with each other.

Circling back on the topic of reserves - Once the auction is nearing the seven-day end the seller needs to carefully consider their reserve amount. Being honest with yourself about the bottom dollar that you are willing to accept for your vehicle before you are caught up in the emotion of the last 30 minutes of the auction will help you tremendously. You can adjust the reserve amount with a few keystrokes and if your vehicle is nearing the amount you are willing to settle for, it may be best to lower the reserve. If the auction ends, and the reserve is not met, you lose all leverage as a seller. Remember the auction community does not know your reserve, nor will they know that you have lowered it. Yes, you are put in contact with the high bidder but remember, they have no skin in the game and you have no leverage as the market will have spoken as to the value on that day, on that given vehicle, and the bidder knows it.

Another key area that sets BaT apart from the traditional auction houses is their affordable fee structure. The BaT seller and buyer fees are vastly different vs. traditional auction houses who can make up to 20% between seller commissions and buyer premiums to sell a car at auction. BaT seller’s pay \$99 regardless of the value of their vehicle and buyers pay a 5% buy-

er's fee, capped at \$5,000. Note that there is a hold placed on the bidder's credit card when a bid is made during the course of the auction. If they win the auction the buyer's credit card is charged immediately for the buyer's fee and if they fail to complete the purchase, they forfeit their buyer's fee and may be banned from the BaT platform.

Sounds simple enough? Potentially, but the devil is really in the details and when done correctly the process leading up to submitting the BaT listing request is where most of the hard work takes place. When deciding to put your car on BaT a decision has to be made if you go it alone or hire a specialist with experience in BaT auctions. Some car owners are well versed in the subtle details of listing and selling a car on such sites, and willing to put in the significant number of hours required for determining the cars condition, car preparation, document organization, documenting the vehicles history,

accurate valuation, photography, and auction management. Others may choose to hire a professional that has been through the process several times and have learned what works and what does not in order to have an excellent result. A skilled consignor who is familiar with the process should increase the net return for the seller markedly. As a matter of fact, the gain realized by entrusting the sale of their special car to a professional, should very well cover their fee, if not increase the net result for the seller. A seller should do their homework in checking the consignor's reviews and sales results, comparing the selling price of their vehicles to similar ones and what their percentage of successful sales are.

David and I are a husband and wife team with a deep passion for cars and photography. Running a boutique dealership has created an excellent opportunity to have a fun and interesting sunset career after our exit from the

corporate world. David started Borden Automotive Group in 2016, and the last few years we have focused nearly 100% on online auction consignments and have developed what we feel is a successful process to net great results for our customers. At the writing of this article, we have closed 20+ successful auctions, with 100% sell through on Bring a Trailer, valued at over \$1.5M, and this success is fueled by careful preparation, presentation and listing management.

If you are interested in learning more about our services, please feel free to contact us at mary@bordenag.com or david@bordenag.com.

You can view our BaT auction page at

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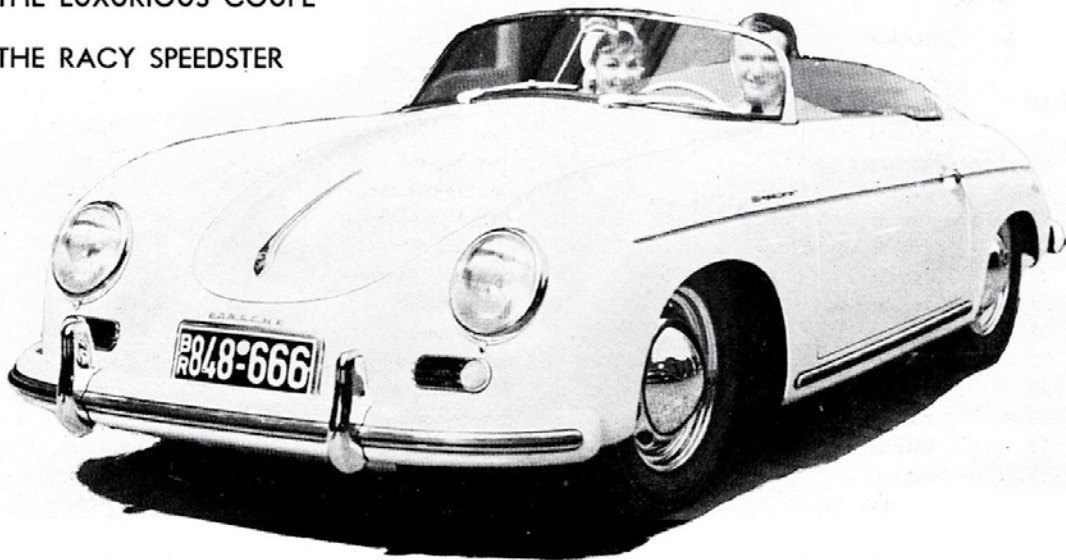
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Point Sur Light Station Tour

by Steve Stiles



A group here on the coast did a tour of the Point Sur Light Station on September 26th. Jack Vallenti had purchased a group tour at a silent auction fund raiser and he offered it up as a possible group activity/cruise at a Saturday breakfast meeting. Since I'm a tour docent at the Pt. Sur State Historic Park, I offered to lead it, made the arrangements, and gave the tour. That's me in the bright yellow tour leader jacket. It was a great experience for all.

We had 21 people, eleven 356s, and two 911s. After the tour most of the group headed further south for a late lunch a Fernwood in Big Sur.









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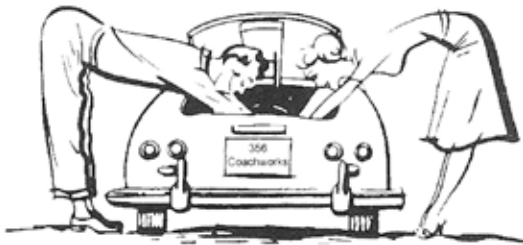
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Was \$550 a Good Investment?

by Jerry Whiting

I joined Porsche CAR in early 1988, although I haven't been very active. The story of my Porsche ownership began in July 1968, shortly after my graduation from high school in Pleasant Hill, California. One of my high school buddies, Leif Ortegren, and his father had recently purchased a red 1957 356A Porsche coupe, vin# 100276 in Berkeley. It needed paint and other cosmetic work and he and his father planned to work on it over the summer. They began by tearing out the carpet, but that's as far as it got. Leif's father was killed in a traffic accident the first week of July, driving a red '65 Porsche SC.



Sly Park Reservoir 1992



1969



1977

It was a tragic time for Leif and his family. The red '57 coupe was similar in appearance to the SC and was a constant reminder to Leif's mother so she told him to sell the car. I was mildly interested, since I had recently sold my '62 Renault Dauphine and was car-less. He said he paid \$500 for it and needed to make a profit, so he offered it to me for \$550. I drove it and it seemed to drive well, so I told him to give me a couple of days to think it over. I only had \$300 so I asked my dad for a loan. He suggested I get a bank loan, so he took me to the bank, and I got a personal loan for \$250, with him signing for the loan.

I immediately fell in love with the car. For reasons I've never completely understood it just made me feel good to sit in it and drive it. It was rust free but needed paint badly, so within a few months I got a paint job for \$40 at Staten's Auto Body in Pleasant Hill. I did the body work with the help of a couple of friends. The paint job wasn't perfect, but it looked nice. I went to Grand Auto and purchased a roll of automotive carpet for about \$10 and installed that. Not quite concours, but affordable for a poor Diablo Valley College student.



Friends touring wine country 1981

Even then there weren't many 356As driving around and even fewer red ones. One night in 1969 I was driving through downtown Walnut Creek as a passenger in my friend's car when we passed a red 356A driving the opposite direction. I wondered if someone had stolen my car! We made a U-turn and got behind the car, following it and honking, trying to get it to stop. When it stopped, I jumped out of the car and approached the Porsche. Fortunately, I saw that the interior was beige, not black like my car. This was my introduction to Steve Douglas, who had just purchased his 356. We've been friends ever since.

I knew nothing about maintaining the car, so I took it to an independent repair shop in Pleasant Hill. I think the owner took pity on this starving student and allowed me to do some of the maintenance in his shop. Meanwhile I attended Diablo Valley College and worked part-time, quickly paying off the bank loan.

I transferred to U.C. Santa Barbara in 1970. I took the Porsche down there for a couple of months, purchasing a brand-new set of retreads from Grand Auto, to safely make the trip. I didn't like the car exposed to the salt and the student unrest down there that Fall. When I drove it back home the upholstery had a distinct and faint odor of tear gas and smoke, a result of the student clashes with the police. I guess that was a sign of the times. Those retreads lasted just that one trip before chunks of tread started coming off.

During my senior year I moved away from the beach and had a garage space and, since I missed my Porsche, I took it down there again. I'll never forget one memorable trip home. My friend Leif, whom I purchased the car from, was my roommate and we were coming back to the Bay Area for the holidays. I preferred to drive late at night when the engine ran cooler. We were heading north on Hwy 101, north of San Luis Obispo, when the engine stopped. It was late in the evening and difficult to diagnose the problem, especially without a flashlight. Fortunately, there was hardly any traffic. After about 20 minutes it

started, so we continued on our trip. Several minutes later the engine stopped again. We figured it was either an electrical problem or a fuel problem. After several minutes I was able to start the engine and continue for a few more miles before it stopped. We decided the fuel pump was bad. One of us (probably Leif) had the crazy idea that if he choked the carbs by placing his hands on them, he might be able to keep the engine running. So, with that plan he straddled the back bumper with the engine lid up and, with the air cleaners off, he

Another memorable event was when I replaced the Solex carbs with Zeniths Steve Douglas was helping me. I sat in the car turning the engine over while Steve poured gas into one of the carbs, causing a backfire and shooting out flames. Steve was wearing a ski jacket I had loaned him with a plastic zipper and the backfire caught the coat on fire. He had trouble taking the coat off due to the melted zipper. I immediately jumped out of the car, grabbed the fire extinguisher and ran back to put out the fire. By then he put out the fire himself and he was just "smoking". It was a pretty scary incident. I looked at him, standing there, with kapok blowing in the air from the jacket liner. When I looked at his face, he looked back at me calmly. I couldn't help noticing that some of his right eyebrow was missing, along with the left side of his mustache, owing to the angle his head was leaning inside the compartment when the carb backfired. At least it was a symmetrical look. He was calm as could be and suggested we continue tuning the carbs. So, we did that. We both learned from that one.

There are so many memories and stories associated with this car. For you longtime owners, you know what I'm talking about. Over the years I rebuilt

the engine and had the transaxle rebuilt and got a better paint job and interior. It's certainly not a show car and is far from perfect. I never really considered selling it. In the 1980's it went from being a daily driver to a weekend car and that's what it is today. It has been through some bad times with me, as well as a lot of good times. I don't live in the past, but it sure brings back some great memories when I drive it. I realize these cars are worth a lot today. I know that \$550 was a good investment and the car is worth much more, but the memories associated with it are priceless.



Today, a lot older and a little wiser

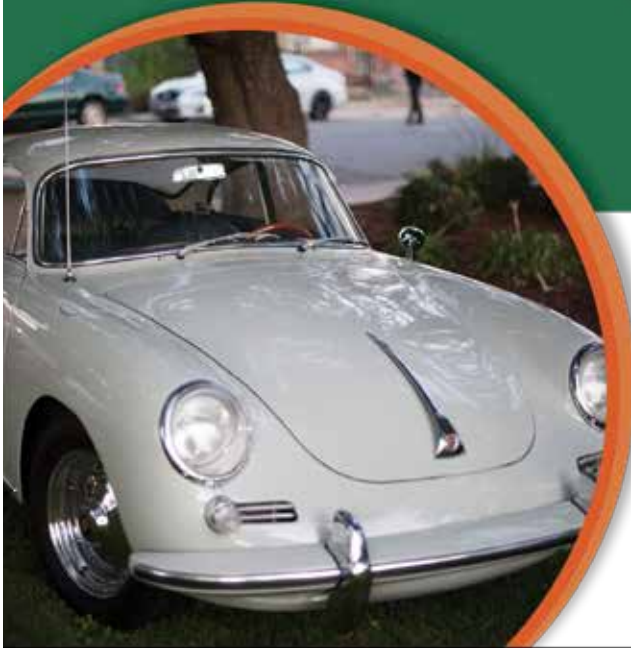
covered the tops of both carbs with his hands. Whether it was just luck or Leif's hands on the carbs we'll never know, but the car kept running all the way home, with Leif standing on the rear bumper, head and hands in the engine compartment. I kept the speed down to 35-40 mph, with no sudden acceleration so as not to lose Leif and, being the caring guy I was, I stopped every 30 minutes or so to let him take a break and warm up. Suffice it to say it was a long 340 miles home. I wouldn't do something like that today, but it seemed like the thing to do then. I replaced the fuel pump when I got home and that solved the problem.

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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.)

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