

# 356 CAR

California Alta Region

2023 Issue 1





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# President's Message

by Kim Nelson

## It's Election Time for 356CAR

This year we have elections coming up for 356CAR Board of Director positions. The Board consists of up to ten elected officers for a three year term. Our Board meetings are held quarterly and since the Pandemic we have been having Zoom meetings. Our meetings generally last a couple of hours while we discuss club business and compared to other Boards I've been on, it seems we all realize that we're a car club and don't take things too seriously! I know...it's a novel idea but our discussions never get out of hand and everyone seems to have the best interests of our club and our members as a first priority. I certainly have enjoyed the past three years on the Board. So if you have ever thought about how our club is run or had that feeling that you would like to give something back to our club, now is a good time to step up and throw your hat in the ring and run for a 356CAR Board position. If you would like to get an idea of what we discuss at our meetings you can go to our website at look under "Misc". There you will find copies of the minutes from past Board meetings. If you would like further information about your Board, you can contact Mike Gabbard who is our Elections Committee Chair or me.

## The LA Lit and Swap Meets

I know a lot of people were planning on going to this yearly gathering of all things 356 Porsche and more but because of the torrential rains, flooded streets and road closures weren't able to make the drive. Rachel and I were lucky because we spent the week before in Arizona visiting family and friends but once in LA it was no fun. Rain – yes! Heavy Traffic – yes! Dumb Axx Drivers – YES! But for all the inconveniences of being in LA, it was wonderful catching up with friends that we haven't seen since last year. I scored several very elusive parts for a couple of projects and Rachel even found a couple of items for her Porsche Collections. The LA Lit Meet on Saturday was better attended by both vendors and buyers than last year but was still not back to pre-pandemic levels. But as always, the collection of parts, collectibles and literature from all over the world was just incredible. On Sunday morning the rain clouds parted and the Southern California sun came out to the delight of everyone. The swap meet, put on by the 356CLUB was very well attended by both vendors and buyers. Some of you may remember that last year we made this trip with our 23-year-old cat, Ferdinand, that sadly passed away since. This year's trip included our new kitten, Paloma, and I'm happy to report that

she thoroughly enjoyed riding in the Porsche Cayenne on our 10-day and 2000 mile trip!

## Upcoming Events

This year is full of opportunities for us to get together and share our 356 Porsche passion and make many new memories. 356CAR and Hagerty Insurance are teaming up and putting together a midweek tour on Wednesday, April 29th to the historic town of Murphys and lunch at the Murphys Hotel. We'll have tours starting from both the Bay Area and Sacramento or you can drive on your own and meet us in Murphys. Next on the list will be North Meets South in Cambria between May 4th and the 7th. As of this writing NMS is almost sold out with about 300 registered participants, but I understand they will have a waiting list if needed. A treat at this year's NMS will be a special "cars and coffee" on Friday morning at the new Porsche Classic dealership in San Luis Obispo. Between June 13th and the 16th, 356CAR and the 356 Group Northwest will be meeting for the first time in Coos Bay Oregon. Coos Bay is located along the Southern Oregon Coast and I believe this will be a beautiful and relaxing event! Moving along to September 29th during the four days of Rennsport Reunion, the 356 CLUB and 356CAR are planning a "Porsche 356 Registry Reunion" in Carmel Valley Park in Monterey. Details of this event will be coming out in the May/June timeframe but you should put it on your calendars now. The final event I want to mention is our 356CAR "Gathering of the Faithful" which will take place on Sunday, October 15th at the Blackhawk Country Club. This year GOF will be extra special as we will be celebrating our club's 40th Anniversary!

## One Final Thought—Thank You Elaine Cannon

You may have noticed on the inside front cover of our Newsletter or from visiting our website that Elaine Cannon has volunteered to be our Newsletter Editor. This is in addition to Elaine also being out 356CAR Treasurer! As our "Interim" Newsletter Editor for two issues, it seems that Elaine enjoyed talking with our club members and asking them to write stories and articles about their cars, driving tours, events and other 356CAR and Porsche related events. Helping Elaine is Dave Lauck with newsletter layout and Bob Cannon with proofreading.

So, we have a busy 356 year ahead of us and as always...be careful driving out there and I'll see you on the road.

Kim

## On the Cover-

Joe Jensen's 356 in Suisun Valley with the Twin Sisters covered in snow.

Photo by Joel Jensen



# 356CAR Member Update for April

by Dana McDaniel, Membership Chair

We're still growing! Since December, we've added 9 new members and 3 co-members. Our total 356 CAR active membership is 343 plus 244 co-members. We have new members in Idaho and Bavaria, Germany.

The 356 calendar of events is looking great, and events are filling in. Our 356CAR.

ORG website Calendar page, as well as email blasts from Bob Cannon, should help everyone stay informed. We just need some spring weather to warm things up a little. I hope everyone can take advantage of some of these activities and get out after the big winter we needed moves on.

Anyone with questions about membership status can email me, and I'll get back to you with an answer.

Here is our list of new members to welcome when you see them at our 356 gatherings:

<u>Member</u>	<u>Co-member</u>	<u>Location</u>
Jeremy Benjamin	Missy	Turlock
Michael Peacock	Nancy	Pinehurst, ID
Richard Swenson		El Dorado Hills
Roland Back	Katrin	Bavaria, Germany
Gordon Zagar		Pleasanton
Louie Vengco		El Dorado Hills
Edwin Livingston		Los Gatos
Jim Wilson		Grass Valley
John Coen		San Francisco

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# The Tale of Freyja

by Joel Jensen



This is the tale of Freyja, my long-term mistress and muse. I have known her for 40 years and owned her for 22 years. She wasn't my first tub, but she will be my last. Number 1 was a 61 S coupe, light ivory and black, found along the road in Petaluma on the way back from Bodega Bay. After 110,000 wonderful miles, she was my daily driver until reluctantly sold to cover my student loans when I returned to UCD in my 40's to complete a degree in Landscape Architecture.

Next was a sweet 63 B coupe with an SC motor and freshly built transmission which I drove and cared for until I sold her to a gentleman from Texas upon finding my next paramour.

Her replacement was a 62 B done by Dink Farmer: black with red, C disc brakes and a strong 912 engine. This was the car I was driving to the Sierra foothills wine tour with the club in 2001 as described in the next portion of this tale. I sold her to a lady in San Diego. Next up is my long term, current and final muse and mistress, Freyja, shown here as she was when we reconnected.

Freyja, is a 1963 356 B sunroof coupe with matching numbers and highly optioned from the factory. Originally, she was Slate Gray, Red vinyl with red corduroy inserts, a headrest, deluxe horn ring, luggage rack, chrome wheels, Becker Europa radio and sunroof.

She was first delivered to a gentleman from Redding, California. Her next known place in time was in Woodland, California, purchased in the 70's by Duncan Thompson from Davis, CA. In responding to his ad for a sun-roof coupe, I was first introduced to the car (my future Freya). Over the next few years, we would go back and forth on my potentially purchasing the car, but it was finally sold to another gentleman in the Sierra foothills.

Fast forward to 2001 and I'm in the black 62 B (previously mentioned), meeting a group from 356 CAR at the old Sam's Town on Highway 50 for a wine tour in the foothills. Arriving early, I was approached by a fellow in a 930 who informed me that he had a car like mine for sale locally and hadn't had any interest. I made arrangements to stop by his place following the tour and in a perfect bit of serendipity, it turned out to be Duncan's old 356 coupe. I bought it on the spot and never looked back. Having decided that this was going to be my long-term tub, I decided to build her to my wishes and did. She is now Leaf Green, a 911, 912 color, with tan interior, fawn piping, dash, and firewall cover with Oatmeal square weave carpeting. The steering wheel is from one of 500 Jensen CV8's built in the early 60's (since I

am a Jensen) and the wheel provides a better view of the instrumentation. All gauges are by Hollywood Speedometer, including a 904 multi gauge, Joe Leoni headlight and starter relays, a silicone fluid dual brake system, flashing LED third brake light, CU Layer taillights, updated headlights, cast aluminum EMPI wheels, slightly lowered front and back, Optima battery, and a handmade olive wood mushroom shift knob. It sports many vintage German event badges from the period, a Tour D Europe plaque from a 356 Carrera 2 that participated most of the Euro rallies of 1963, 3-point retractable seat belts and correct B armrests. She has OG wire mesh headlight covers purchased from Jon Geil many years ago, C window washers, a OG 356 enamel Reutter badge, Euro turn signals and rear reflectors and leather luggage straps.

The engine currently in the car is a late reinforced B case with one under B crank, 912 rods, a NPR big bore kit, a cam ground to specs by Dema Elgin, 200 MM flywheel, clutch, 911 TO bearing, normal heads and valve train with new guides, valves and springs, "S" Zeniths, sport exhaust with SS square resonator tips, Zims aluminum oil cooler, a Precision Matters full flow oil filter, Zims aluminum degreed pulley, and a 050 distributor. All machine work was done by Jay Robinson -balanced and heads CC'd with less than 4 K on the clock. She also has matching #s engine rebuilt and stored with 0 miles for another time.

The car was first shown following it's restoration as a non-judged car at the 2005 Niello Concours Serrano. Next shown at the 2008 356 Registry West Coast Holiday at Squaw Valley, placing 3rd in B closed. Shown in 2009 Topline Porsche Concours taking another 3rd and finally shown at the 2021 Monterey Werks Reunion in the judged 356 class.







She is a long time owned and treasured member of the family. During this time period there were 6 Porsche 912's and a plethora of vintage Mercedes Benz that passed through my garage, none of which held enough mojo to become permanent residents. This is a testament to the charms of Freyja and her kin, but then I would guess that you already knew that.





# Hiller Aviation Museum Tour

by Craig Chu

**A**fter the February monthly breakfast meeting at Jack's Restaurant and Bar, eight members of our club met at the Hiller Aviation Museum in San Carlos for a guided tour of the museum. Rain was forecast and only one member dared to drive his 356.

Our docent was Hayman Tam. He is a lifelong aviation enthusiast and photographer of vintage aircraft and provided a lot of background detail on the exhibits. A guided tour is definitely the way to go but usually requires a minimum of ten people. Docents are available most mornings to answer questions if you are not on a tour.

Several of the museum displays clearly showed that there was a major presence of early flight enthusiasts and pioneers in the San Francisco Bay Area. In the early 1900s when the Wright brothers were active on the East Coast there were many early pioneers experimenting on the West Coast including in San Francisco, on the Peninsula and in the East Bay.

One section of the museum is devoted to Hiller's life and his inventions. He founded Hiller Industries in 1940 when he was fifteen to produce and sell gas-powered toy racing cars. He had eighteen employees and was grossing more than \$100,000 per year. When he was nineteen, Hiller Industries began producing another one of his inventions, the XH-44 helicopter. A replica of an XH-44 is displayed at the museum.



The museum was founded by helicopter pioneer Stanley Hiller Jr. and opened in 1998. It has over forty aircraft on display representing more than a century of aviation history. The aircraft on display include a 1903 Wright Brothers replica, a Fokker Dr. 1 triplane replica, and the nose of a Boeing 747.



**Docent Hayman Tam**

The Fokker Dr. 1 on display at the museum was the World War I fighter plane that was the favorite of Manfred von Richthofen, the "Red Baron". Hiller museum volunteers spent more than 20,000 hours building the replica, completing it in 2020. Sitting in it is the closest you will get to experiencing the real thing because no complete original exists today. It weighs less than 1000 pounds and does not look like something you would want to fly. (This particular replica is not airworthy anyway.)

The highlight of the tour was sitting in the cockpit of the Boeing 747 installed behind the main building of the museum. The museum specifically sought out, found, and restored this cockpit because of the significance of the 747 in aviation history. This particular cockpit was from an aircraft that was built in 1971 and





**Craig Chu, Barney Speckman, Ed Kissler and Tom Ewing in the cockpit of the 747**

remained in service through 1998. All the instrumentation is analog, and all the instrument panels are painted black giving it a very vintage, military feel.

If the rain deterred you from seeing the museum this time, please make an effort to see the museum in the future. No-where else in the Bay Area can you see so many aircraft from the early days of aviation and learn about early pioneers and flights in the Bay Area. It is also a great place to bring your kids or grandkids because many of the exhibits and activities there are hands-on and designed to appeal to kids.



**Restoration Shop**



**Tom Ewing (left) and Hayman Tam, Thaden T-1 Argonaut fuselage on wall in background**



# First Timer: Driving a Manual Experience

by Seth Owen (Hagerty Territory Manager)



**N**ow, I know what you all might be thinking, wow - this guy works for Hagerty and didn't even know how to drive a stick!? Well, let me give you some background. Growing up, the only person I knew who had a manual transmission vehicle was my grandfather with his old Rav4. Unfortunately, no matter how many times I asked to drive it, he deemed it unsafe for me to get behind the wheel. To give you all perspective, I'm 7ft tall and my knees came up and even surpassed the steering wheel! So yes, very unsafe with all the maneuvering I would need to accomplish.

Fast forward 15 years later, working for this company I've had the opportunity to meet some wonderful people over the last few years. Keeping with my love for cars and for driving, I still wanted to learn to drive a stick. During my first year with Hagerty I had the privilege of working at the Sacramento Valley Region Porsche Club's annual Concours at Rocklin Porsche where I met Kim and Rachel Nelson. They were dying to get me to into a 356 and I was so excited to ask the question "When can I take it for a spin?". Of course, I did let them know I had never driven a stick and they were kind enough to offer me a crash course on how to do so.

A few months passed and we finally were able to schedule a date for me to practice with their car. They had planned for me to drive the 1963 356B Coupe. Unfortunately, the '63 didn't pan out because my darn knees came past the steering wheel and it would have been too difficult to maneuver the clutch. Then, my eyes shot to a Speedster parked nearby. At that point I was already nervous and looking at that Speedster; I was terrified! Rachel walked me over to the Speedster, adjusted the seat for me and of course, with no top my head was poking above the windshield, but hey, it worked for me! My knees were just on the tip of the steering wheel so it worked and I was able to maneuver with little blockage from the wheel. Now was the time to practice my shifting and with no numbers on the shifter, Rachel showed me how to go into 1st, 2nd and so on. It was really a pattern that I had to get down before taking it for a drive. Once I was able to get that down, Rachel showed me how to clutch and shift while driving. Now, I've never had the best hand-eye coordination, so thankfully she was a great teacher and was very patient with my inability to shift and clutch all at once. After a few laps around the garage, it was time to hit the back roads of Shingle Springs. At this point I was sweating bullets because not only did I have to

look out for myself, but also other cars on the road. Unfortunately, I did stall out a few times, but Rachel was incredibly patient and I learned quickly from my mistakes. My overall experience driving a manual transmission was one that I will never forget and hope to do again very soon. Being one with the car and the feeling of when to shift and listening to the vehicle was so much different than an automatic. I really had to focus on what I was doing which made me even more engaged with the drive.

Thank you Kim and Rachel!

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## California Automobile Museum

356CAR board of directors have decided to again support the California Automobile Museum in Sacramento. For our members this means that you will have a one-time yearly free admission to the museum located at 2200 Front Street in Sacramento. Just tell them you are a member of 356CAR and enjoy the museum!



# Sacramento Area Breakfast Meetings

by Elaine Cannon



**T**he January and February meetings were held at the California Auto Museum in Sacramento. Both were very well attended. Mary and David Borden of the Borden Automotive Group hosted the March meeting at their business location in Shingle Springs. Fifty people attended that meeting. After the meeting Jim Hardie led the group

to Carson Enterprises in Diamond Springs where Lance Carson showed us his vapor blasting equipment. In April we will again be at the California Auto Museum. Please let us know that you will be attending by clicking on the RSVP button in the monthly events update email.



*Lance Carson demonstrating his vapor blasting cabinet*



# In the Rear View Mirror

by Craig Chu



**Bob Franco at the Semiahmoo Golf and Country Club in Blaine, Washington**

**T** This is the first of what we hope will be a regular column covering past activities of our club going back to when our club was founded. Each column will cover selected club happenings for one year in chronological order starting with 1983.

## **April 1983**

Here's how the April newsletter described the founding of the club:

"History was made when a band of dedicated Porsche aficionados gathered in Sacramento to organize a 356 Porsche forum. Twenty five persons shared ideas, needs and suggestions. The suggestions ranged from swap meets to tech. session, and out of this marange the group consensus was to continue working on a 356 Network to share ideas and information. The participants at the meeting felt that the contact between each other would allow an informal helping network. A directory will be

organized that will include participants names, addresses, phone numbers, series car(s) driven, any technical information or experience available. The next meeting date is set for May 22, 1983 at Thaine's barn (see map) beginning at 10 a.m. The meeting will include a tech. session organized by Barry and Marsha, a swap met organized by some future volunteer (hint!), and a picnic lunch as lavish or spartan as you make it. Many people have offered to assist in organizing the 356 C.A.R. Thank you Irwin, Rich, Dexter & Emmy, Steve & Lauren, Robert, John & Judy, Bob B., Bob K., Bill, Larry & Pat, Thaine, Ed & Marsha, Uew, Keith, Kathy, Mike, Heino and Barry."

Wilma Poague becomes the temporary secretary and editor of the newsletter.

## **July 1983**

Club activities get off to a good start with the July meeting:

"Nineteen wonderful 356-type Porsches and 38 wonderful Porsche aficionados gathered at Thaine Allison's barn on 22 May for the first real 356 gathering. Stockton, Shingle Springs, Tiberon, San Mateo, and San Francisco were a few of the areas represented. John and Judy Walluch brought a truck load of Porsche parts for the swap—Charlie Brown bought a real bargain—one chrome enamel-embossed hub cap—for your wall Charlie? Red checkered table clothes were spread out and Ed Wilson popped his champagne cork for the B.Y.O. picnic. The afternoon's tech session was by the 356 restoration expert Gary Crandell from Concord. Gary shared ideas and tips on the elimination of rust, body repair and paint. I'll bet Michael Tye didn't know there were 6 types of paints of Porsches. Ray Johansen, wasn't it great to see all the 356's lined up in the parking lot?"



The club is growing and its charter was described as follows: "With 58 "stood up and be counted" 356 aficionados on the mailing list the temporary editor must organize, therefore such is proposed:

Membership: September to September

Dues: \$3 a year to cover postage and paper (typist free)

Structure: loose

Focus: anything 356ish  
Anything dreamed up by a creative member

Meeting place: anywhere and anyplace"

**October 1983**

The October meeting introduces Bob Franco as president and features a tech session by Harry Pellow:

"Twenty eight 356 aficionados meet in San Mateo on July 24, 1983 to organize the 356 C.A.R. Our hosts, Bob and Lois Franco, offered welcomed coffee on that cool, overcast day as well as a lovely home to plan and picnic. The 356 C.A.R "management team" for 1983-84 will be Bob Franco, President, Irwin (Scotty) Scott, Vice President, Barbara Bokelund, Treasurer, and yours truly, Secretary (promising to do no more typing). Membership fees were selected at five dollars a year and four official meetings will be planned each year (Summer, Fall, Winter and Spring- clever-right?). After an exhausting business meeting, Harry Pellow introduced

his tech. session by circulation the "Mystery Part". Harry shared many horror stories about mechanics and misplaced pieces of Porsches. I bought a copy of Harry's new book Murphy Is My Copilot. It is wonderfully informative and very amusing. The meeting broke up after a nice picnic."

**Author's comment-**

Harry Pellow is a local legend and was the guru on the restoration of 356 and 912 engines. He wrote several books on the subject, all of them now rare and very expensive when you can find them. Examples of his colorful writing can be found in the 356 Porsche Technical and Restoration Guide, Volumes 1 and 2. Harry passed away on March 25, 2003 in Cupertino, California.

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# Oil Filters

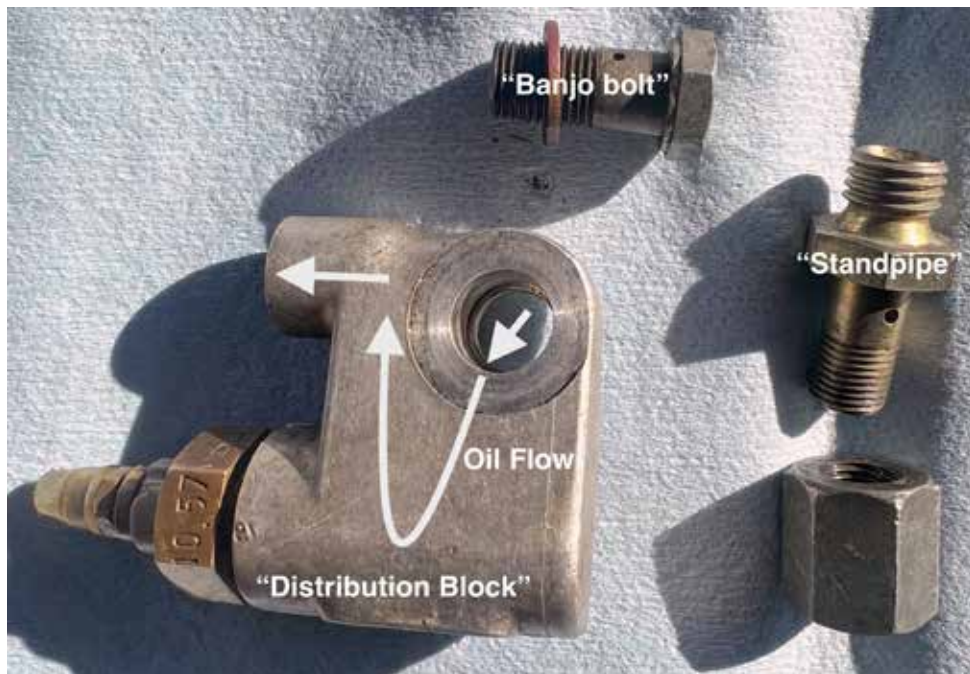
by Steve Douglas

It has been said that the by-pass oil filters used in the Porsche 356s only filter ~3% of the oil flow. Adding an aftermarket "Full Flow" filter will filter almost 100%. Filtering the oil removes the particles that can wear out engines; no matter what filtration system you have, changing oil is important, twice a year is ideal. I usually do an oil change along with a tune-up in April, before a driving event such as North meets South and then again in October. In the summer I normally do about 2500 miles and the winter 500-700 miles. The warmer weather allows high oil temps that boil off water vapors. Wintertime driving, with cold damp weather and shorter trips, can lead to moisture build up which creates acids in the oil; the result is that you may need to change the oil even after a few miles. When changing the filter, it is important to clean the inside of the canister as well.

You should consider doing a full inspection occasionally. Checking the path that the oil takes getting to and from the filter, there are three small orifices, and several passages. Any one of these can restrict the oil flow to the filter. The top of the engine has a fitting that for most cars holds the oil temp and pressure senders. It also is the path for the oil to flow to the oil filter. Looking at the parts and path you can see where the flow can be restricted.

canister. The oil fills the canister under pressure and passes thru the filter element into the center of the filter. The center pipe is the oil return path in addition to accepting the bolt for the oil canister lid. This pipe has a small hole in the side, which can be very hard to see and can become clogged, resulting in blocked oil flow back to the crankcase.

Checking and cleaning out these small orifices (if required) will insure that there will be at least some oil filtration.



Leaving the engine case the oil travels up thru "intermediate piece" or a "standpipe" that has one or two very small holes. The oil then goes thru the aluminum "distribution block" where it flows past oil temp sensor, to another small passage that goes to the outlet. The outlet has a banjo bolt with another tiny hole that feeds the flexible line going to upper inlet on the filter





# Need a New Valve Stem?

by Steve Douglas

Original 356 steel wheels have a larger than normal hole for the valve stem. Recently a few people have gone to buy new tires or had a flat fixed and the shop didn't have the bigger diameter stems. They aren't that hard to find and most good auto parts stores will have them.

You never know when you might need a tire repair and it is standard procedure for the "tire jockey" to pull the old stem out before he starts to work on the tire. The standard part number is TR415 is for a rubber "snap in", 0.625" diameter X 1-1/4" long. Buy two and keep them in the car. For those using alloy rims you need a metal "bolt in" number TR416, for thicker metal rims. These are not always available at tire shops except for longer length truck sizes.




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Ivory

# Use Your Petcock!

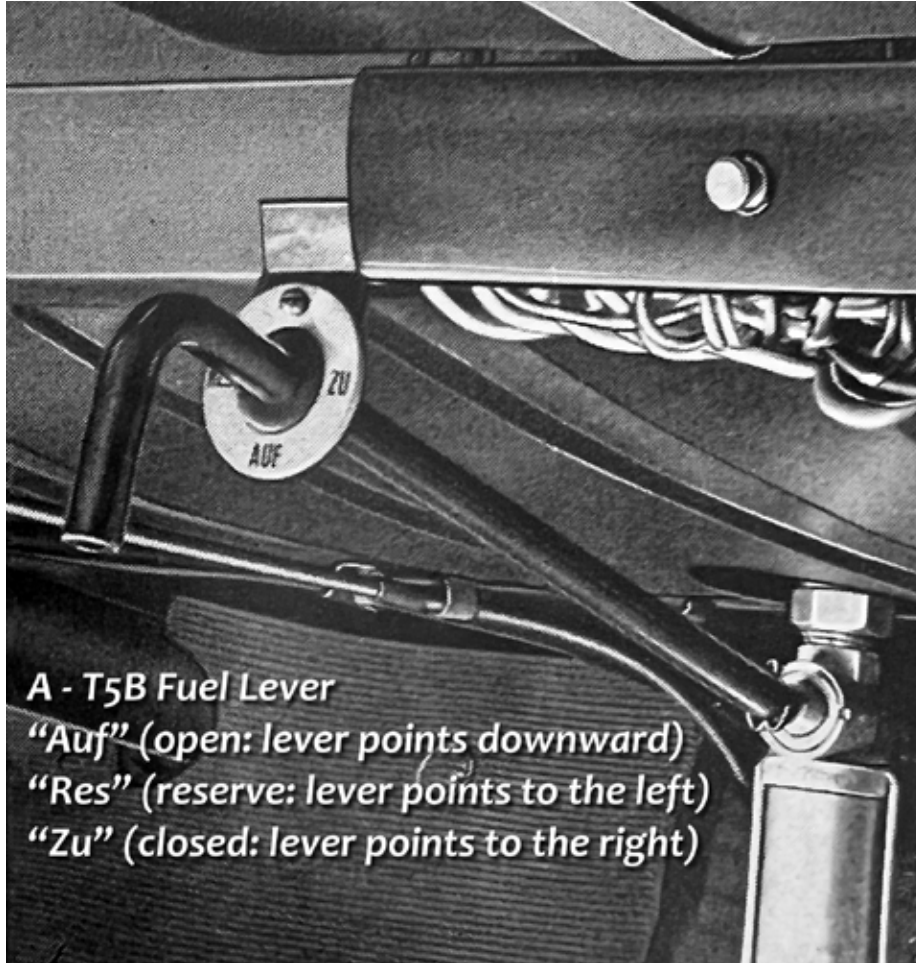
by Steve Douglas

**N**o, the article is not "X Rated", it's about using your fuel petcock (aka "fuel valve") on your 356. The handle is located under the dash, a black metal tube with 90° bend. If you have a PreA, A, or T-5 B (before 62/63) then the handle sticks downward. On the T-6 Bs and C cars the handle goes upward. By the way if you look at the designations on the plate surrounding the handle you will

Now, HERE is the reason you should use the petcock to turn the gas off. This past summer there were two engines that suffered "Hydro-Lock". That is when a piston cylinder has filled up with gasoline. Because it is a liquid, it will not compress as an atomized air/fuel mixture will. When engine tries to start, it comes to a dead stop. This can do some serious damage, such as bent rods and maybe even a cracked crankshaft.

At the recent West Coast Holiday there were a few more examples why you should turn the gas off when you stop, even if for a few minutes. On Friday morning there was a car leaking gas and gas was running across the parking lot creating a potential fire hazard or a possible Hazmat call. It was the result of a deteriorated fuel hose, an easy fix. One of the cars that was parked near the first one moved to another lot and there it started to leak gas as well. This time it was from a loose cover on the fuel pump, another easy fix but a fire hazard as well. At the Concours on Saturday a third car was leaking gas from a carburetor and it was flooding the engine compartment. If the petcock had been turned off, it wouldn't have been noticed. Someone used a rock to tap the carburetor that shook the needle valve enough to stop the flow.

The petcock also serves as a "theft deterrent", allowing the car to start but getting only a short distance before running out of gas. If you use the petcock as intended you will always have a gallon of gas in reserve to make it to the next gas station.



**A - T5B Fuel Lever**  
"Auf" (open: lever points downward)  
"Res" (reserve: lever points to the left)  
"Zu" (closed: lever points to the right)

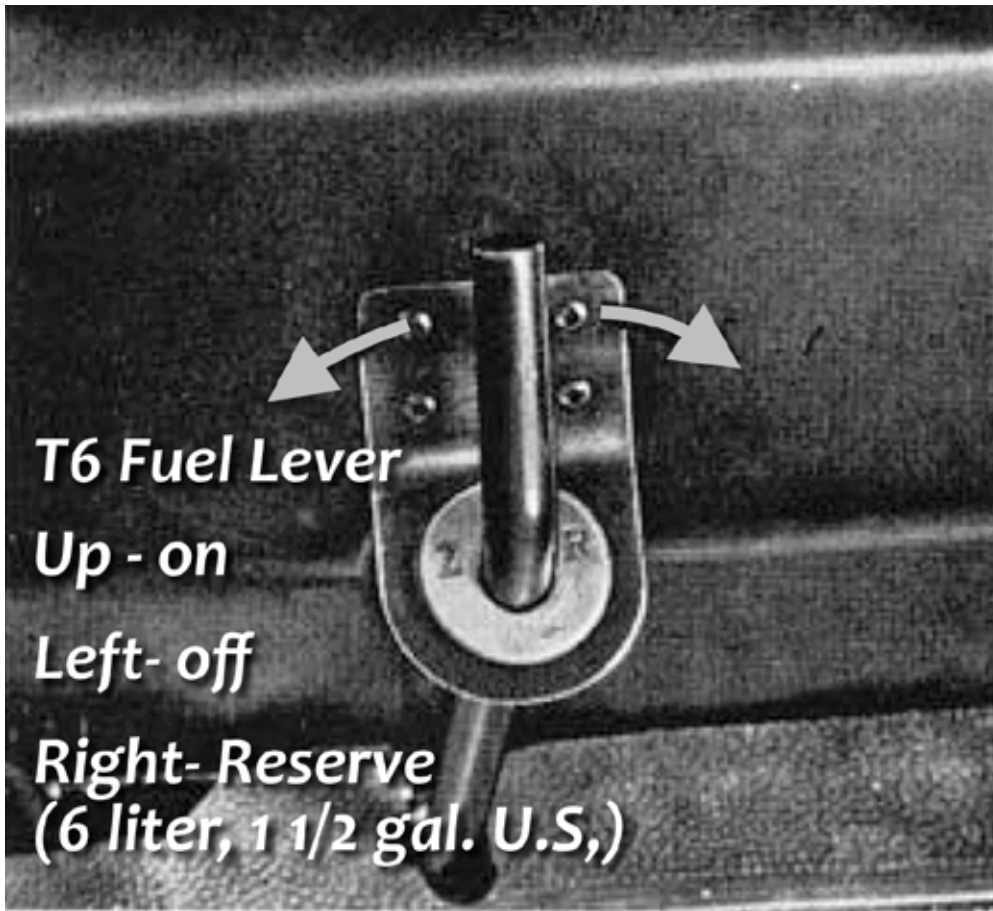
see "RES" or "R", "AUF" or "A", "ZU" or "Z". Z is OFF, AUF is Run and RES is Reserve. Photos are from the Porsche owner's manual for an early A-B and Later T-6/C

The petcock has two functions: one is turn the gas off, the other is provide a reserve of about 30-40 miles when the gas gets down low. Turning the fuel off eliminates the issue of Hydro-Lock. If you park on a hill with the nose of the car pointing up, gravity will increase the pressure of the fuel going into the engine. This increased pressure may be enough to override the carburetor floats and needle valves, allowing gas to flow into the carburetor and ultimately into the engine. Even on level ground it is good idea to turn the gas off.

In one case the engine fired and then exploded, splitting the cast iron cylinder and damaging the piston. A complete rebuild was needed. The second occurrence was not as serious as the owner smelled gas and investigated. He turned the engine over by hand and discovered it stopped rotating. He then checked the oil and it was overfilled with a gas /oil mixture. He pulled the spark plugs out, turned the engine over a few times by hand and then blew compressed air into the spark plug hole until most of the gas was gone. He left the plugs out for two days to aid in evaporation and changed the oil. He then started the engine and it seemed OK; after 250 miles he changed the oil and filter again.







**T6 Fuel Lever**

**Up - on**

**Left- off**

**Right- Reserve  
(6 liter, 1 1/2 gal. U.S.)**

Here is a warning: if you haven't used your petcock in a while, turning it may result in a leak. On an early car it will leak inside of the car; on a T-6/B-C it will leak under the front of the car. Rebuild kits are available for about \$30-40 and new petcocks are also available. Rebuilding or replacing a petcock is somewhat involved as draining the gas tank is needed and the rebuild process is a bit tricky. However, there are several YouTube videos on how rebuild or replace the petcock.



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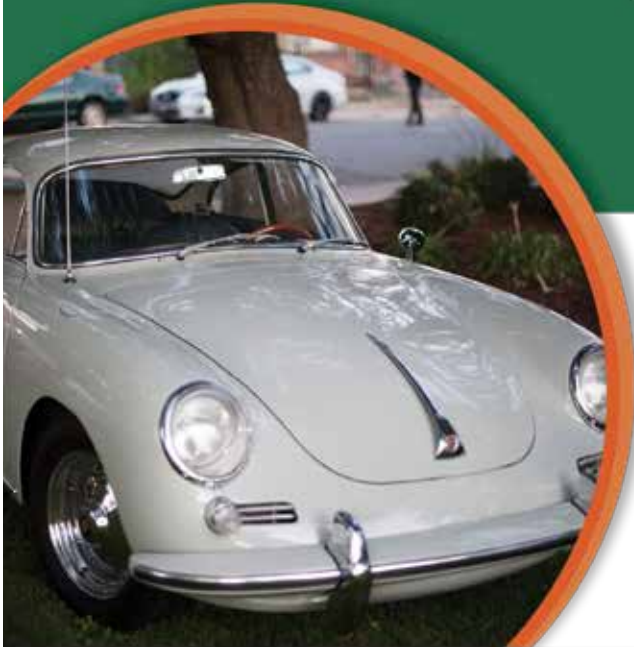


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# Has Your 356CAR Membership Expired?

*look at your mailing label and email inbox*

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

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

## 356CAR Club Badges

Club name badges with magnetic attachments are provided to each active member with new memberships. Additional badges are available for \$15 including mailing. You can order additional badges via the 356CAR website (<http://www.356car.org/misc.html>)

### Contact:

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

## 356CAR Logo Apparel

356CAR has set up an account with L.L. Bean Direct to Business so that members can purchase a wide variety of clothing items customized with our 356CAR logo embroidered on it. The selection of clothing can be found in the L.L. Bean Direct to Business online catalog that is very similar to the main L.L. Bean catalog. Once an item is selected you can work with the sales representative to choose the logo in colors you prefer to create a suitable contrast with the item you have chosen. While your total cost is dependent on the cost of the clothing item plus the cost of the embroidery, the club has already paid the initial embroidery set up.



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

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



## 356CAR Membership Application / Renewal

first name	last name	
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

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31 Coronado Court.  
Novato, CA 94945

## **356CAR MONTHLY MEETINGS**

Stay tuned to [356CAR.org](http://356CAR.org) and our club email blasts for any changes to our Local Meetings.



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