

356 CAR

California Alta Region

2023 Issue 2



**356CAR BOARD OF DIRECTORS
& COMMITTEE CHAIRS**

President's Message

by Kim Nelson

It's Election Time for 356CAR

Every three years we have elections for your 356CAR Board of Directors and this year we have a great slate of candidates to guide your club for the next three years. By now you have probably received a Special Election email from 356CAR and if you haven't, please take another look because it's probably there. Voting takes place between July 1st and the 15th and it is a simple, quick and secure process. I hope you will join me in voting and show your appreciation for those club members running for the Board.

A Call for Member Recognition Award Nominations.

Our club is made up of volunteers and if it wasn't for all of these people we wouldn't have nearly as many social, technical and driving opportunities. Our Membership Recognition Awards are in place so we can thank those who are making a difference for our club and making it enjoyable for all of us. If you think someone should receive recognition for their contribution(s) to our club, then now is the time to go on to our website and fill out the Membership Recognition Form and send it to me. You can fill the brief form out right on-line and hit the submit button and it will come right to me. From the home page of our website all you have to do is click on the Membership tab and scroll half way down the page and you will see the "356CAR Membership Recognition Program."












On the right side of the page is the "Recognition Award Nomination Form." The form has all the information right on it that you need including brief descriptions of our three levels of Member Recognition Awards. All Recognition Forms are due to me no later than August 1st. Our Awards will be given out at this year's Gathering of the Faithful.

Save The Date – October 15th

This year marks our clubs 40th Anniversary and plans are underway to have a very special celebration at this year's Gathering of the Faithful which will be at the beautiful and centrally located Blackhawk Country Club. We will be looking back at the great forty years of club activities and recognizing those that have helped to make the club a success including the founders of our club back in 1983. Planning for this special event is well underway, so stay tuned for details and please put it on your calendar today – Sunday October 15th from about 10 am to 2 PM.

As always friends, drive safe, keep the 356 faith and watch out for the other drivers who are watching you more than the road!

Kim

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On the Cover-
Rod Emory's famous outlaw at Luftgekühlt.

Photo by Bob Cannon

356CAR Member Update for April

by Dana McDaniel, Membership Chair

We have more new members. Since March, we've added 13 new members and 7 co-members. Our total 356 CAR registered membership is now 354 plus 251 co-members. Also, remember July is renewal time for some members. Those members will receive email reminders, and it's easy to do on the Membership page of 356CAR.ORG website.

Hopefully, many of you have had time to enjoy some of our events. The 356CAR.ORG website Calendar page is still the best reference, and email blasts continue to help everyone stay informed. It's officially summer and most of us are having nice weather, which is a great time to get out and enjoy your cars. Get the dust off, check your oil level and tire pressures, and take a drive.

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.

Drive safely,
Dana McDaniel
Membership

<u>Member</u>	<u>Co-member</u>	<u>Location</u>
Lucy Conley		San Jose
Brad Erickson		Los Gatos
Morgan Becker		Danville
Peter Habicht	Ellie Shephard	Novato
Alan Chalmers		San Francisco
Andrew Opicka	Elise	Green Bay, WI
Lynn Valdivia		San Anselmo
Martin Howell	Mary	San Luis Obispo
Sam Gintel		San Francisco
Terry Allwein	Ruth McDaniel-Allwein	Roseville
Rex Halverson	Gail	Folsom
Bill Sardella	Ellie	Granite Bay
Jay Darlington	Jane	North Bend, OR

California Automobile Museum

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



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Candidates Statements for Upcoming 356 Board Elections

This year we are holding an election for 356CAR Board positions. The election will run from July 1st to July 15th as an online election only. All 356CAR members as of July 1st with active email addresses will receive a ballot by email. The process is easy and should only take a few minutes to complete. All of the candidates listed below are members of 356CAR in good standing as outlined in the club by-laws.

The following are statements submitted by those candidates running for positions in alphabetical order by last names. We will also include this information with the online ballot.

LARRY ANDERSON

I have been into 356 Porsches since I got married in 1961 (yes, I'm that old, although I got married as a child). Drove off from our wedding reception in a 58 speedster with best man and maid of honor in front seat, and my new bride and I in the back. Have owned 3 356's over the years, including my current 64 yellow cabriolet. 356CAR is a terrific organization for guys like me, and I enjoy not only the monthly breakfast meetings and short drives, but also the bigger events like N meets S. I am currently putting together another big event, a meeting of the Pacific NW 356 club and our NorCal club, 356 CAR, in Coos Bay Oregon. As a Board member of 356CAR I hope to do more of this type of thing. Accordingly, I would like to continue as a board member and welcome your support.

ELAINE CANNON

Over 30 years ago I started attending 356CAR meetings in Sacramento when we got our first 356. Now we are up to 2 that run, a Speedster that is under restoration, and another one waiting for its day. It has been so rewarding meeting people with similar interests – and now to have life-long friends all due to our shared enjoyment of these cars. I've been the co-chair of a North Meets South, worked on two West Coast Holidays, and organized several other events for the club. I have served on the board as treasurer and hope you will give me the opportunity to serve again. Thank you for your consideration.

CRAIG CHU

I decided I wanted a 356 in 2006. Knowing very little about the car, I joined 356CAR to get help in finding a good one. Various members helped me find and evaluate cars, including the member who sold me one of his cars. Over the years, owning my Oslo Blue '63 coupe has been a much more rewarding experience because of my membership in the club. I have been serving as club historian for the past two years. I ask for your vote so that I may continue to contribute to the club as historian for another term.

MIKE GABBARD

Having been a 356 owner and club member for many years, it has been my privilege to serve on the board and make a contribution to help the club prosper and move into the next 40 years. The cars bring us all together to enjoy the camaraderie of each other and the visceral experience of driving something different. I would like to continue in this role and hope you will see fit to elect me again.

DANA MCDANIEL

I've been your Membership Chair since Fred Huberty retired from the position with years of experience. Our membership size was hurt by the pandemic, but we've come back to what we were with more joining each month. I'm not taking any credit for that, but I've enjoyed keeping our membership records up to date and working with folks looking for information about their status. My goal is to respond to everyone who has a question or change. We'll be coming up for renewal in July, and you'll all receive email advising if it's your time to renew. I hope to see everyone continue and appreciate your vote for me to continue working on the 356CAR Board. Be sure to vote for your choices.

KIM NELSON

This year marks my 23rd year as an active member of 356CAR and for the past 3 years I have served on the Board as your President. I have enjoyed serving on the Board and believe we have made good progress in pushing our club forward. We have tightened up some of the ways we conduct our business and have provided quite a few interesting and varied activities for our club members to participate in. Having enjoyed the many benefits of 356CAR membership over the years I would again like the opportunity to continue to serve on the Board. I ask for your vote and thank you.

TOM SANSONE

My wife and I have been members of 356CAR for 20+ years and I have been a Board Member for the last three years. When I was reminded to write a new "statement" for re-election to the Board, I was sure it was a mistake...I couldn't have served a three-year term. I was sure it was just last year I joined the Board but sure enough, it had actually been three years since I began the job as Club Secretary. Time does fly by...

I own two vintage Porsches and have learned a lot by restoring one of them. I am still captivated by the cars and have enjoyed my time with people who share the same interest. I look forward to our breakfast meetings and car events because I so much like to "hang" with the people. You are a great bunch of folks and I take seriously the job of representing you when the Board makes decisions about the Club.

Because I share your passion, I hope you return me to the Board to continue the good work we are doing.

BARNEY SPECKMAN

As an active 356CAR member for over 30 years, I am currently serving as Event Director for the club and previously served two terms as President and prior to that served two terms on the Board. I have enjoyed serving the club and Nancy and I have had a fun time meeting so many wonderful people and participating in so many interesting events over those 30 years. I would like the opportunity to continue to support our club in some capacity by serving another three-year term on the Board. I seek your vote for a position on the new board; thank you for your consideration.

STEVE STILES

I am fairly new to 356 ownership. Our 1961 B Coupe, was featured on the cover of the December 2022 356CAR newsletter, driving towards Pt Sur light station, This car was owned by my wife Suzanne Hill before we married. However, for the past 16 years I've been the driver and mechanic. Suz and I were occasional members at events and the Sacramento breakfast when we lived in the area. In recent years after my retirement and our move to Pebble Beach we have become more active in the group on the Central Coast. I was asked by a current board member if I was interested in running for office and initially thought there must be more qualified candidates. However when I brought it up at our most recent Point Pinos breakfast meeting no one expressed a desire to run, so here I am. I think we should have a board member from the Monterey area and if elected I am willing to serve and help where and when needed

MIKE TERZICH

I've been with the board for the past year as the Advertising Manager for our newsletter. Getting to know the advertisers that support our club subsidized our newsletter has been very rewarding. They are a very loyal group of businesses. Although we see pretty minimum turnover each year, we will also be welcoming new advertisers throughout the year that enjoy our car passion. I would enjoy continuing on in this role and would appreciate your vote.

Porsche 356 Coos Bay 2023

“Adventure at the Border Crossing” by Tom Sansone

We gotta get their butts out of their lounge chairs and into their cars.”... those were the words which inspired a bunch of 356ers to gather in Coos Bay Oregon between June 13th and June 16th this month. Sixty-six people in 38 cars converged on The Mill Hotel/Casino on the

An organizing committee was formed to develop this first ever meeting between the two Clubs. The vision of a simple gathering without a car show, without awards, without a banquet and meals on “your own” was the focus of the initial planning. Larry Anderson from the San Francisco Bay Area, Steve Miller and Peter Lane

from 356 NW set the stage with a few phone calls. They decided on the location and the hotel and then pulled together a planning committee to help fulfill the vision.

Larry locked in the Mill Hotel/Casino with a group rate. Steve planned the name tags and lanyards. Ann Lamborn made the SWAG bags by hand and Tom and Kathy Sansone explored the Coos Bay area in person to develop a couple of drives and check out the hotel. Bob Cannon pulled it all together to make it look like we knew what we were doing. He developed the flyers and arranged the advance payment for the group dinner. The gathering was coming together. All we had to do was get people to Coos Bay.

Several groups planned their trip to Coos Bay. One group of 11 cars met at the North end of Sacramento and headed North up I-5 and



Headiiing North

banks of a beautiful bay on the central Oregon coast. They drove, they ate and they gambled to meet the call. Yes...they got out of their chairs and crawled into their cars to make the journey.

356ers from two Clubs on the Pacific coast met half way on the coast to put some miles on those cars they love to drive and to meet new enthusiasts. A few trailered their cars but those hungry for the adventure of the road drove from San Francisco, Sacramento, Portland and Seattle to this bayside community on the Oregon coast.



It's "Porsche", but they tried



Our Banner by Anne Lamborn

turned left at Williams after a rest stop. They headed North on Hwy 20 around Clear Lake and on to Hwy 101. Several hours later they arrived in Eureka where they stayed overnight. A happy hour gathering around an outdoor fire pit made the miles fade away before heading off to bed. After a nice breakfast the following morning, the group headed North on Hwy 101, all refreshed and eager to listen to those engines hum.



Chef Roberto expaining traditional salmon baking methods

Kurt Campbell thought it would be a good experience to drive down the Avenue of the Giants which was just a short detour on our way North but still pointed us in the right direction. The trees were truly awesome and unbelievably tall. The road meandered through the forest in and out of daylight. We were at 1,300 feet and the smells were of damp, fresh air with the flavor of Redwood. It was quiet. All you heard were the cars humming along a road which was bordered by so many giant trees...in and out and around we went. How on earth did they build a road among the giants so many years ago? We had to go slow to appreciate it all. Kurt made a good call.

Once we got back onto Hwy 101, we saw some signs showing an Elk silhouette. Another sign said "Elk Viewing". We all thought we had to turn down the side road to see the Elk but no... they were right there in a small park just off the highway. There were campers in tents out to see the animals and cars in both directions slowed to see the herd. There were at least 40 Elk...mostly females grazing on the grass. There were a few young bulls at one end of the herd (two and three points) but they were busy watching over the girls. What a nice surprise! Mother Nature at its best. We couldn't stop to pay homage to the herd; we were on to Coos Bay and other adventures.

We pulled into the parking lot of the Mill Casino Hotel to see our reserved parking and a car trailer draped with a large colorful banner (made by Ann Lamborn) which said "Porsche 356 Coos Bay 2023"; in case there was any doubt we were in the right place. The hotel was ready and we were ready. The first meeting of these two Clubs was about to happen. The rooms were reserved. The drives were planned. People were anxious to mingle and talk about the road. We had two days to explore Coos Bay and it's surroundings.

People checked in at the 356 table in the lobby and received their SWAG bags, name tags, lanyards, driving instructions and information about the hotel. They also received their wrist bands to the Salmon Bake which was scheduled for Thursday night.

The hotel organized a Salmon Bake for our gathering and the word had gone out to both Clubs. Fifty-one people signed up for the dinner which began around a fire pit at the South end of the hotel. Chef Roberto began heating the pit with firewood three hours in advance of our start time. He demonstrated two methods of baking the Salmon. He had buried a wrapped whole 17 pound King Salmon in the coals of the fire deep into the sand. He explained the native tribes, back in the day, would wrap a whole Salmon in seaweed and leaves to bake in this fashion. He went on to explain the evolution

of technology has allowed him to use aluminum foil today. The Chef dug up the Salmon, un-wrapped it and gave out samples to those around the fire. Anne volunteered to eat the eye which, is considered a delicacy. The Salmon was lightly seasoned with salt and pepper and easily fell apart with the slight nudging of a gloved hand.

The second method of baking was demonstrated by mounting Salmon fillets on wooden stakes and roasting the Salmon over the fire by inserting the stakes into the sand near the heat of the coals. The fillets were basted with a huckleberry glaze and the heat caramelized the outer layers of the Salmon and made the surface nice and crispy. These fillets were gathered and taken to the buffet awaiting us in the main hotel. The Salmon was served with traditional side dishes to round out the meal. Have you ever had all the Salmon you can eat?

Before we went into the dining room for the buffet, we gathered in the Lobby Bar overlooking the Bay. Some speeches were made and some poems read....all of it focused on acknowledging those who worked on pulling this event together: Larry Anderson, Steve Miller, Ann Lamborn, Barney Speckman, Bill Bares, Tom Sansone and Bob Cannon. We owe thanks to them for their hard work and their relentless pursuit of the vision.



Some of the 356CAR members on tour

The Meetup in Coos Bay

By Larry Anderson with help from ChatGPT

*In Coos Bay's embrace, they gather,
Porsche 356 clubs, dreams they tether.
From Seattle's skyline to Portland's grace,
Sacramento's warmth and Bay Area's
chase.*

*Engines revving with a spirited roar,
Adventurers seeking the open road's lore.
Three days of June, a moment to savor,
In Coos Bay's haven, they find their flavor.*

*Seattle's crew, rain-soaked and bold,
Navigating curves with stories untold.
Portland's tribe, with bridges that span,
Uniting enthusiasts, car love in their hands.*

*Sacramento's heat fuels their desire,
Bur-nished chrome and passion set on fire. And
Bay Area's heart, vibrant and bright,
Drives the rhythm of this scenic delight.*

*Car clubs united, a tapestry grand,
In Coos Bay's realm, they make a stand.
Curving roads and ocean's spray,
They chase free-dom's whispers, along the way.*

*Through misty mornings, the engines sing,
Echoing dreams on each winding wing.
The roar of camaraderie fills the air,
Porsche 356 clubs, a bond to share.*

*In Coos Bay's haven, memories created,
A tapestry woven, friendships unabated.
Across state lines, their spirits unfurled,
The Porsche legacy, a timeless world.*



Digging up the Salmon



Fog in the redwoods

North meets South 2023

by Mike Gabbard



Having attended a number of North South gatherings during our 356 ownership and co-chaired one ourselves, we have come to appreciate even more all the effort that goes into putting a successful event together. The 356 Club of SoCal has again risen to the occasion and provided the attendees with an enjoyable long weekend of camaraderie, interesting local drives and general tire kicking at the Cambria Pines Lodge.

The weather cooperated once we arrived despite a few intense showers on the way there. The management of the new Porsche dealership in San Luis Obispo certainly seemed to appreciate our overflowing turnout. The Concours proved to be a work in progress and will certainly be a challenge for both groups. I think we all enjoyed the outdoor ambiance of Cambria and hope to have more of the same in the future. All in all it was a very enjoyable weekend of 356ing.



48th Internationales Treffen München 18-21 Mai 2023

by Kathy Ungari



Photo by Pierre Johne

The 48th International Porsche 356 Meeting was held in Munich, Germany this year, with beautiful scenic drives and great Bavarian food and beverages. 240 teams (cars) registered for the event, including fifteen from the USA, making it one of the largest international gatherings ever. The organizing team is to be commended on planning an extraordinary event, which had been postponed from 2020. The organizers all wore hand-tooled 356 Lederhosen, which you too can order for €1,356!

My husband Bruce and I planned a three-week vacation, culminating with the International Meeting. We spent the first week in Iceland, exploring glaciers, hot springs, geysers, volcanoes and other geological wonders. The Viking history of the country was fascinating, and we dined in some fun restaurants, but didn't get to see the Northern Lights.

From Iceland, we flew to Germany and visited our Bavarian 356 friends and 356CAR members, Leopold and Maria Gierl. Maria and I spent a few peaceful days hiking along the River Ilz, north from Passau, along a very well signed and maintained trail system.

Meanwhile, Bruce, Leopold and Kurt Campbell headed to Nürburgring to experience the famed racecourse at the hands of a professional race driver in a "Ring Taxi". They flew around the



Kathy and Bruce Ungari

13-mile long Nordschleife (aka "The Green Hell") in a BMW M5 CS at speeds of almost 300 km/hour (186 mph), slowed down by several civilian cars that had crashed on the course! After Nürburgring, they went to the Hockenheimring, happening across a Porsche Cup race, where

they were granted free admission with their PCA cards. Next stop was Stuttgart, where they visited the Porsche Museum, the V8 Hotel and MotorWorld.

We all met up again in Arnstorf, to spend a few days visiting 356 garages and enjoying the white asparagus season (spargelzeit), German pastries and several beer gardens. On Thursday, we drove to Munich and checked into the Westin Grand Hotel, greeting friends old and new. It was great to see so many 356's from all over Europe (and even a few from the US). Bob and Elaine Cannon as well as Bob and Kathy Murray joined us, driving 356s they had borrowed from Heiner and Bettina Fees. With them were 356CAR members Ross Goetz and Terri Cole, driving their 356 from Lake Tahoe. And of course, Diane Morrill and John Hearn were there with the 356 Registry Goodie Store. Dave Aliotti and Nancy Rogers from 356CAR in Monterey also attended the event. Several members of the 356Club from Southern California were also there. The Thursday night welcome dinner was held in the hotel's beer hall which featured Bavarian delicacies and musicians, accompanied by German beers and wines.

International Meet continued



Photo by Pierre Johnne

Event organizing committee

On Friday, everyone jumped in their cars and drove through the countryside around Munich, with a lunch stop at the castle brewery of Maxtrainer, where prize-winning Bavarian beer has been made since 1596. We received a gift of their special beer to enjoy later. There were some games of skill to participate in, and a chance to talk with Porsche racing/rally legend Walter Röhrli. The return drive was on more winding country lanes and through small towns

where many people would wave and take photos of the cars as we passed by. Bruce and I were lucky enough to drive Leopold's fjord green 1958 coupe throughout the event, and Kurt was able to catch a ride in two different 356s.

Dinner that evening was at the Hofbräuhaus Munich, where we enjoyed authentic music, dancing and other entertainment, all while drinking steins of beer and eating more delicious food. One of

the more interesting acts was the "Aperschnalzers" (whip crackers) who stood on chairs near the tables and snapped whips over our heads in time with the music.

Photo by Pierre Johnne



Whip cracker at the Hofbräuhaus



Leopold and Maria Gierl, our tour guides in Munich

On Saturday, we drove through more beautiful country near the Bavarian Alps south of Munich. We toured along rushing rivers, past scenic towns and lakes to our lunch destination at the Gut Kaltenbrunn am Tegernsee (a historic castle on the shores of Lake Tegern). Lunch featured a Bavarian tapas bar with many local delicacies and apfelstrudel for dessert. An alternative to beer with lunch was apfelschorle, apple juice mixed with sparkling water.

Saturday evening featured a champagne reception and four course gala dinner, followed by music and a brief award ceremony. The organizers for next-year's event were introduced and talked to us about joining them in Estoril on the coast of Portugal, May 9-12, 2024. Maybe we will see you there? For more information, check out their website: <https://www.portugalporsche356.pt/>



Lunch at Maxrainer brewery



Photo by Pierre Johne

Cars parked upstairs inside the Gut Kaltenbrunn building



Photo by Pierre Johne

Gut Kaltenbrunn



Photo by Pierre Johne

Drone view of Gut Kaltenbrunn destination

Love Affair with the Pierce Arrow

by Barney Speckman

On March 4th about 60 folks were fortunate to be able to tour John Bertolotti's car collection in Santa Clara. John is a long-standing member of 3556CAR and a regular at the club's first Saturday breakfast. It has been about two decades since the 356CAR group has toured his collection, so it was quite a treat. Many of those that toured his collection started the day off at Jack's Restaurant in Fremont, for the regular first Saturday of the month breakfast. The visit was very informal, and one could just wonder through the collection or take advantage of John explaining his collection on a 45-minute guided tour.



John describes one of his antique cars

I took the guided tour and was glad I did. John explained he has two distinct collections housed in two separate rooms – one he called his antique car collection and the other was a collection of more recent vintage cars. John spent most of his guided tour walking through and explaining his antique collection. It became immediately clear that John has a love affair with Pierce Arrow cars – his eyes brighten up when

he tells us about his Arrows. He has an extensive collection of Pierce Arrows and regaled the group with the history of several of his Pierce Arrows, explaining how one was rescued from a home back East and how others required forging and fabricating large (150+ pounds) parts that are just no longer available anywhere on earth in order to keep the car running.

Several of John's prized Pierce Arrows

The Pierce-Arrow Motor Car Company was an American motor vehicle manufacturer based in Buffalo, New York, which was active from 1901 to 1938. Although best known for its expensive luxury cars, Pierce-Arrow also manufactured commercial trucks, fire trucks, boats, camp trailers, motorcycles, and bicycles. It made 39 different models of cars. The Pierce-Arrow's engine displacement started at 453 cu in (7.4 L), continuing to a massive 11.7 L (714.0 cu in) and was increased later to 5 inch bore and 7-inch stroke for 13.52 L (825.0 cu in), at the time making it by far the largest Otto engine offered in any production automobile in the world.

In 1910, Pierce dropped its other 4-cylinder models and focused exclusively on 6-cylinder cars until 1929. Starting in 1918, Pierce-Arrow adopted a four-valve per cylinder T-head inline-six engine (Dual Valve Six) and three spark plugs per cylinder, one of the few, if only, multi-valve flathead design engines ever made. The company did not introduce an 8-cylinder engine until the 1929 Model 126, and a V-12 engine was offered in 1931 until the company closed in 1938. The Pierce-Arrow was a status symbol, owned by many Hollywood stars and tycoons, and a favorite was the Pierce-Arrow Town Car. Most of the royalty of the world had at least one Pierce-Arrow in its collection. Some have described Pierce and two of its rivals among American luxury cars, Peerless and Packard, as the "Three P's of Motordom."



Part of the 60+ tour group

Sixty percent of John's collection of cars are pre-1925. The antique collection includes nine Pierce Arrows, including a 1913 Pierce-Arrow 38-C Runabout, a sporty convertible, three Packards from 1906, 1907 and 1912, a Thomas Flyer, three Stutz Bearcats a Mercer Raceabout and a Simplex.

As you can see from the photos taken during the tour, John's collection also includes other rare "antique" cars and also some more modern but noteworthy newer cars from the 1950s through 1970s including 356s.

We thank John for sharing his collection with us and his love for the Pierce Arrow automobile.



Several of John's early racing cars

A Drive to the Foothills

by Elaine Cannon

On April 26 a group from 356CAR met for a drive to Murphys, California for lunch at the Murphys Hotel. Seth Owen from Hagerty Insurance sponsored part of the costs for the lunch and also provided some raffle prizes. It was a beautiful Spring day for a drive even if quite a few of us had to rely on GPS when we got lost trying to use the printed instructions and maps.



On the way to Murphys



Seth Owens at the Murphys Hotel



Lunch at the Murphys Hotel



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Luftgekühlt... at Mare Island

by Joel Jensen



On April 29th what is purported to be the largest gathering of air-cooled Porsches on the Planet, debuted it's 9th iteration, the first in Northern California. The venue chosen was a perfect fit; the old Mare Island Naval Yard in Vallejo. It provided the sort of industrial backdrop Luftgekühlt has been known for. The great history and the aging patina of Mare Island served as a perfect foil for the plethora of air cooled machinery.

Having done a Machinist's apprenticeship there beginning in 1969, it also provided a trip down memory lane. The musical background at the event was also a perfect fit with that time frame. The logistics of putting this on with the level of artistry and coordination they achieved was impressive as was the variety of Porsches on display. Historical cars, rare iterations, outlaws, show cars, and rat tubs all gathered to provide even the most rabid or jaded Porsche fan a day of sensory overload in addition to seeing and visiting old friends.

The weather was perfect, a bit of fog in the morning, overcast skies till about noon and a gradual clearing and warming into the afternoon. This was a bucket list item for me and, if you haven't been able to attend one of these events, I highly recommend the experience.





This was also the first year the promoters decided to go after the water-cooled segment of Porsche world and the second day was added called "Air and Water". It seems a bit contrary to the Luftgekühlt moniker but perhaps there will be enough interest to make a success of it. As electrics become more dominant, I see an "Air, Water, and Fire" iteration in the future. I hope they continue the Luft day only but maybe because I'm a Luft guy and getting older.

356s at Cars & Coffee in Monterey

by Steve Douglas



May's monthly Del Monte Auto Club's Cars & Coffee, featuring 356 Porsche, was held at the Baja Cantina in Carmel by the Sea. We had 21 356s show up which was mostly from the monthly 356 breakfast. In conjunction, there was the Spring Fling Rally which covered 60 miles of great roads with a stop mid-way at the old Speckles Sugar Mill. The Rally ended at Veloce Media's event facility in Monterey. There was a great turn out of all kinds of cars: a Ferrari 250 Lusso, Mustangs, vintage Fords in addition to a dozen 356s. We finished with a lunch of Cheesesteak sandwiches.

Thanks to Roman Barnes, and Steve Kittle for a fun day.



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50 Years Full Circle

by Jack Banville



During my high school years at La Sierra in Carmichael, California I had a young history teacher who owned a series of Corvettes from 1963 to 1967. His cars attracted lots of attention from those of us whose favorite TV show was Route 66. I set a personal goal to one day own a Marina Blue Corvette Sting Ray. Reality set in quickly when I needed cheap transportation to and from college. I bought a red 1960 VW Bug that took me down a completely different air-cooled road and I never turned back.



Jen and Jack in Hawaii

My dad was driving a Karmann Ghia during the time I owned the bug and did his own maintenance using the "Idiot's Guide" by John Muir. He passed that knowledge on to me. I was also fortunate to have a next-door neighbor, Stan, whose hobby was restoring "Horseless Carriages." I caught the restoration bug hanging out in his shop at age 10.

I typically bought parts at Niello VW which was located on Sacramento's "Auto Row," Fulton Avenue at that time. I always popped into the showroom after picking up my tune-up parts to check out the new VWs. On one occasion a slate gray 356 Cabriolet with red interior was on display, top down, under the lights. It may have been a trade-in as 356s were no longer being made. That was my first up-close look at a 356. I can still see that car in my mind. My new goal was to own a 356 Cabriolet.

In 1969 my draft number came up and I sold the '60 Bug and shipped off for basic training. I upgraded to a '65 Bug while stationed at Ft. Riley, Kansas. After being discharged in June of 1971 I drove it back to Sacramento and quickly fell back into civilian life. The State Fair was underway and three of my buddies and I hopped in the '65 and parked in the dirt lot across from Cal Expo. At closing time, we went back to the car. The parking area had cleared out and I mean really cleared out. My Bug was gone. Stolen! At 2:00 the following morning the fire department called: "We found your car stripped and burning in Rio Linda."

I got a generous settlement of \$1,600 from the insurance claim and didn't waste a second in the search for a 356. I was living with my parents in Carmichael after being discharged and my dad and I were scanning the classifieds at the kitchen table. I spotted a '57 coupe just a few blocks away and drove dad's Ghia over to take a look. It was badly faded silver over ratty red with at least one dent in every fender. It reeked of that unmistakable vintage German aroma. I wanted it. \$500.00! It ran great on a test drive back to the house. Dad came out when he heard the Bursch exhaust. "That car is worn out! Keep looking and you'll find something much nicer." I passed on the '57 and looked at a few more cars before finding a '63 Irish green cabriolet, black leather and a wood wheel for \$1,600. I owned my first Porsche, a daily driver at age 21.

I was now back in college and working part time selling men's clothing at Vaughn's on Watt Avenue next to Tower Records. I always parked the car on the curb right in front of the store so I had a clear view looking out the store window. Life was good.

One year later my future wife, Jennifer, a textbook "free spirit" walked into the store with her friend, who was one of my co-workers. They were moving to Hawaii for the Summer and she pitched the idea that I should come along. I explained that I had this new job and this great Porsche and I couldn't leave. "Your job will be here and you can always get another Porsche!" She was very persuasive which explains her



Interior by Autos International

successful career in sales years later. I put a for sale sign under the wiper and sold the cabriolet within an hour to a guy I knew at Tower Records

for \$1,800. I walked around the corner to a bike shop and bought a 10 speed to get around in Hawaii. Jen was right and we had a blast.



The car at North meets South in 2022

After the summer I returned to the same job, went back to school and was driving a VW Bug. Again.

Jen and I were best friends for ten years before I convinced her to marry me. During those 10 years I restored a '66 Bug, my first project and drove a 912, a couple 914s and after we were married, a 911 but my goal was to someday replace the 356. I was few years from retirement and wanted a restoration project to look forward to when that time came. I bought a '67 BMW motorcycle and stuck it in the corner of the garage. On the second day of retirement, I set up my shop and using the skills I'd learned along the way began my first post-retirement project. I entered the bike in the Sacramento Autorama and it won Best of Class. I then restored a series of German bikes and Italian scooters, an oval window VW and a 914. At this point I was ready for a 356 project so Jen and I joined 356CAR and attended our first 356 breakfast meeting at Marie Callender's in May of 2013. Jim Hardie introduced us to a group of the nicest folks imaginable.

If I spotted a car that looked interesting, I'd run it by Jim and Bob Murray who flagged me off everything I sent them. Jim had a good idea of what I was looking for and suggested to his neighbor and fellow 356CAR member, Paul Rose that he should call me. Paul bought what was intended to be his first 356, a '63 Super 90 coupe from a seller in Rocklin. It was a two-time abandoned project. Shortly after buying it, Paul found a "survivor" car and offered the project car to me. As everyone knows, flexibility on interior and exterior color is required when searching for a rare car. When Paul told me the car was slate gray over red from the factory I flashed back to the car on Niello's showroom floor. Perfect! The planets had aligned!

The shell was at a body shop in Lincoln and everything else was stored in Paul's Carmichael garage. Paul delivered ten boxes of parts, the engine, transmission and seats to my house. By that time, I had assembled a small library of 356 manuals and restoration guides and began to sort the parts needing stripping, paint, plating, coating, repair, restoration or replacement. After being persuaded to sell my first 356 by Jen in 1972, and waiting nearly 50 years for a replacement, I don't know who was more thrilled about finding this car, she or I.

Unfortunately, I know very little about the history but according to the Kardex it's a euro model, purchased new at Autogerma in Bologna and probably brought back to the US by someone in the military. The owner Paul Rose bought it from said he bought it from a seller in San Jose who had the engine rebuilt during his ownership but the project stalled due to a divorce. There was no documentation for the engine rebuild. Therefore, the most pressing task was evaluating the condition with hopes the rebuild story was true. Paul had installed the engine in his survivor car



Showing the car to Stan

and drove it to a North Meets South event for a road test. It ran well which was encouraging but it needed resealing, at minimum. I When I pulled the oil pump cover it was surprisingly clean. A borescope inspection revealed crosshatch marks on the cylinder walls and the engine internals looked fresh and there was no sludge in the sump. It had been upgraded to 1720 as part of the rebuild. After re-sealing, I took it to Ted Blake's and we ran it on his engine stand. Compression was good and it ran well. I took the transmission to Reinhard Riedel for a rebuild and had the carrier magnafluxed for cracks. The gears and synchros showed very little wear but the bearings were worn and were changed.

Autos International did the seats in their shop I and bought a headliner and interior kit which I installed. The crew at Autos kindly allowed me to spend an hour taking photos and asking questions. Ted Blake was great about sharing knowledge along the way. During one of the previous restoration attempts someone cut all of the terminations for lights, horns, and much of the under-dash wiring. Perhaps they were intending to replace the harness. All the cut terminations came with the car and using an oversized wiring diagram and continuity

tester, I soldered them back together and got everything working.

With more than a few hiccups along the way It took almost four years to finish this car and it was completed in early Spring of 2022. It's first trip was to San Luis Obispo for North Meets South with Jen dutifully beside me in the passenger seat. Nothing fell off that I know of and we got there and back without incident. At the People's Choice concours event, the car won best coupe and to my continued amazement, best of show. In June of 2022 it won second place at the Zone 7 concours held at Porsche Rocklin. In October of 2022 it won best of class at the Niello Concours at Serrano.

During the process of rebuilding the car I sent pictures to my friend and automobile mentor, Stan. He's 86 now and we've stayed in touch all these years. He's seen some of the earlier projects yet he was most interested in this one. Once it was roadworthy Jen and I drove to his home to show it off. This is the same home where I was schooled about cars at age 10.

It took 50 years between selling my first 356 and driving my second to North Meets South.

Jen was beside me for both events. 50 years, full circle!

In the Rear View Mirror

by Craig Chu, 356CAR Historian

Summer 1984 Newsletter

The summer meeting was hosted by Rick and Becky Bradley in their San Rafael home. The meeting was followed by a drive to Nick's Cove in Marshall for barbecued oysters and wine.

In September, members of 356CAR entered the 14th Annual Concours d'Elegance de Lafayette. A total of about twenty 356's was entered. All trophy-winning cars except one were owned by 356CAR members.

Our winners were:

Full Concours (356 and later Porsches):

Jim Barrington, '51 Coupe, 2nd place
John Webb, Speedster, 3rd place

356 Street Class:

Steve Moore, '61 Karmann Hardtop, 1st place
Brian Perry, Speedster, 2nd place
Bill Packwood, '62 Cabriolet, 3rd place

356 Wash N' Shine Class:

Bob and Lois Franco, Speedster, 1st place
Carl Bokelund, '60 Roadster, 2nd place
Don and Donna Rolph, Convertible D, 3rd place

Winter 1984 Newsletter

The fall meeting in October was held at Steve and Bev Douglas' home in Soquel. Steve planned a full schedule of activities for the weekend. Saturday was dinner at the Greenhouse Restaurant at The Farm. Following dinner, everyone watched vintage racing films of the 1950's and 60's provided by Ron Ferreira. Steve borrowed the films from Ron who had previously shown them at a PCA dinner. Sunday started off with a visit to Mark Miletich's 356 restoration shop. He was working on a Carrera Speedster and two Carrera coupes at the time. The shop tour was followed by a picnic and wine tasting at Bargetto Winery in Soquel. A visit to The Candy Store in Burlingame was announced for January 13, 1985. The cost was \$13 and included a catered brunch.

Author's Comments

You can still visit the Farm Bakery and Café in Soquel but the Greenhouse Restaurant is gone. The Bargetto Winery is still in Soquel and run by the third generation of Bargettos.

Mark Miletich still has a shop in Scotts Valley but has been reducing his work load and is heading toward retirement.

Our club is planning to visit The Candy Store again this year. Be on the lookout for an announcement.

FALL MEETING - Oct. 27-28
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Photo session for the 356 Reg. magazine?
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SUN: WINE TASTING & PICNIC (BYO)

356 Travel Kits

by Steve Douglas

A good and useable "Travel/Repair Kit" to carry in your 356 requires a bit of analysis.

You will need to identify the parts that your particular car needs/has, such the type of carburetors, the distributor, 6 or 12 volt, etc.

Then ask yourself "what are you able to fix" in a garage or on the road? If you are going to an event where there will be other 356s, there may be some help and tools for more advanced repairs. In any case, it is more important to have the correct parts than having lots of tools. Most towns have an auto store, where you can buy oil, carburetor cleaner and basic tools, but not parts for a 356 Porsche. My kit stays in the car, that way it is always complete. I have other tools for use at home.

What failures have I seen over the years?

Charging & Electrical

Fan belts and pulleys seem to be one failure that stands out more than any other. Carry new inner and outer pulley halves, a few shims, and a new belt. Keep the belt uncoiled, and reasonably new. Also be aware that not all belts are correct, the size needed is 9.5mm X 825mm. Many sell 10mm wide belts which is the reason the pulleys break. Generator brushes wear down and should be checked fairly often; some "off brands" are very soft and can wear down very quickly. Battery cable connections/clamps are known to corrode and loose connection. (preventive maintenance!) Be able to clean the clamps, ground bolts and battery terminals. Fuses also corrode, (again, preventive maintenance)

sometimes they heat up trying to pass current thru a poor connection. Clean the fuses and mountings at least once a year and carry a few extra fuses.

Keep the battery charged with a trickle charger; this can lower the amperage needed and thus requires less generator output. 6-volt bulbs are hard to find, so carry extras or change to LEDs which can last a lifetime.

Ignition

Condensers: the new condensers with green wires are ready to fail before you install them! Keep your old Bosch condenser with the soldered on yellow or black wire.

Points: some sets are having springs breaking and with others the point gaps change rapidly due to poor rubbing blocks (white nylon and black plastic).

Spark plugs: failure is rare, but maybe carry 2. Plug wire ends sometimes fail, carry a good one. Terminal crimp-on connectors on the small wire running from the coil to distributor break off or come loose. Carry a few connectors and a crimp tool.

Fuel system

Leaks are the biggest problem I have seen; hoses crack, the banjo fittings come loose and the Zenith jet covers drip. The second most common problem is clogged jets.

Fuel pumps fail, especially if sitting for a long period; they dry out and cause leaks, and that goes for the petcock too. Carry a spare fuel pump rebuild kit or at least a diaphragm, a 3' long piece 5/16" or 7.5mm ethanol proof fuel line, and a carburetor gasket set.

Brakes

Not a lot that can be done without a shop when brakes fail. To minimize the risk of brake failure, service them once a year; flush and inspect the system. There are ways to block off a line, but this is not advisable. Check the brake fluid level regularly and watch for leaks.

Ignition switch

These take a beating and after 50+ years they fail or break. You can bypass the switch by running a jumper wire from the BAT terminal on the regulator to the + side of the coil, making a "hot wire". The jumper must be taken off to shut the engine down. Push starts should be done using 2nd or 3rd gears only.

I have had my kit for many years, updated it periodically and yet have only needed it a few times. It fits into a vintage "Train Case" 12" X 15" X 8", and weights 21 pounds. I drive mostly within 200 miles from home so only some of the basics are really needed - enough to get home. If I am going hundreds of miles into areas where there are no Porsches and no available parts then a bigger "kit" may be better to carry.



Standard factory Porsche toolkit

TOOL LIST

Top Row

Various Screwdrivers, very small to medium,
Offset ratchet with interchangeable bits.
Red Handled Hold It screwdriver Klein
Telescoping magnet (Bosch freebie)
Point File
Generator nut wrench
Carburetor Uni-Sync
Wrenches Open end 8,9,10,11,12,13,14,15,
17,19, thin 10mm, 10mm combination, 17mm
combination
Feeler gauge
Epoxy 2 part glue Harbor Freight
Cotton gloves
Permatex #2 non hardening gasket sealer
Cigar lighter charger and volt meter

Caliper cheap plastic
Sand paper, 800 and 100 just scraps
36" 16 gauge test lead with alligator clips on
ends, 18 gauge 18" test lead
Test light - continuity test
Volt Ohm Meter analog cheap, with 3' leads,
plus extra battery



Bottom Row

Electrical crimper plier, stripper
Plier with side cutter. Old VW 10" Vise Grip Plier
Needle nose plier
6mm Allen wrench wheel bearing clamp
Battery terminal cleaner
Razor Knife Pocket knife
19mm lug wrench (Toyota)

Small wire brush
1/4" socket handle
Socket set 1/4" and 3/8" drive w/ large spark
plug socket- 13/16" or 21mm.
Socket sizes from 4.5 to 19mm. Plus various
Allen, Screwdriver Bits
Headlight, and mini flashlight
Nitrile rubber gloves

PARTS LIST

Top Row

Empty Soup can and Tuna Can, Helpful to hold
parts and clean parts with gasoline
HD Tire Wire small tie tire, (Coil to fit in soup
can)
Cotton Kite String
Aluminum Duct tape
Misc Nuts, Bolts, washers, Screws, cotter pins,
and nails
Oil Filter lines
Clutch clevis pin
WD -40 Sample Size

Electrical:

Shrink Tube
Generator Brushes and Bearings
Pulley halves, and shims
Electrical tape
Misc wire connectors splices
Fan Belt
Scrap 16 or 18 gauge wire 3'-4' long



Bottom Row

Ignition:

Distributor Insulation Kit for cast iron distributor
Condensers original Bosch
2 Spark Plugs
Point Set
Spark Plug connector
Rotor

Valve Cover Gaskets Pair - prefer the ones with
steel insert, Vic Skirmants
Oil Sump gaskets
Tire sealant. Thru the core type for temporary
repair only
Valve stems .625 dia x 1-1/4" long. Many tire
shops do not have this size

Fuel:

2' 5/16" fuel line
Fuel Pump Diaphragm or a rebuild kit
Carburetor Gasket set and extra o-rings for
banjo bolts
Gas Cap gasket
Petcock Rebuild kit

More Thoughts on Travel Kits

by Bob Cannon

To add to the suggestions of Steve Douglas for a travel kit in this issue, I thought I would pull out a few things gleaned during the past 30+ years of my involvement with 356s.

My first travel kit was put together by Dawn Perry in the Sacramento area many years ago my 1965 Cabriolet; I still have that kit and always carry it whenever we go for a long trip. In 30 years, I have needed to use exactly 2 items: a fan belt and a set of valve cover gaskets. I was glad I had them at the time and to this day, the peace of mind that comes with having at least some parts you might need in the middle of nowhere is "priceless". In my opinion, that is the main reason for putting together a travel kit, especially since more than a few pundits have suggested that the only part you might need in an emergency is the one you don't have. Over the years, I have added a few things such as a static timing light and Ohm meter to the bag. On occasion, I have also added a couple of small bottles of Chardonnay before some trips. The rationale for this was to have something to pass the time while you wait for the AAA or Hagerty flatbed to arrive; so far, I have not needed to consume them.

In 2007 or so, we published a very comprehensive article to travel kits authored by Paul Risinger, a well-known 356er who was a member of 356CAR and lived in Washington State. We have had that article posted the website for a number of years in case you would like to download it. (http://www.356car.org/documents/356Trip_Spares_&_Tools.pdf) I few years ago put together a trip kit the president of the 356 Club of the Netherlands, who was kind enough to let me borrow his 356 for a few days to attend the International 356 Meeting in England. I borrowed heavily from the suggestions in Paul's article and customized the kit for his 1963 B Coupe. I purchased a heavy canvas "briefcase" online and various parts from local and online vendors. The process took a few weeks to complete, but the end result was a neat and compact travel kit made specifically for the car. The pictures show you how much you can cram into a small bag if you spend a little time organizing things. Of course, this does not include a variety of tools, but only spare parts. The items I included in this particular kit are listed here for your interest. If you would like a more extensive list of suggested parts for a travel kit, please feel free to email me at: a65cab@surewest.net and I will be glad to send it to you.

So, should you put together a travel kit of tools and various spare parts? The answer varies. If you drive only for short trips and with others who might have some parts and tools, probably not. If you make long trips in your 356 by yourself or with small groups, by all means do it! Even if you never have to use a single part, the peace of mind knowing that you might have the part that you might need is well worth the effort and expense in the long run.



Porsche 356 B Travel Kit Contents- For 1963 Car

- 4 Spark plugs: Bosch W6BC
- 1 Distributor points set
- 1 Distributor condenser
- 1 Flat file for points
- 1 Distributor cap
- 1 Distributor rotor
- 1 Plug wire set
- 1 Generator brush set
- 1 Set of generator pulley halves
- 1 Generator hub and 2 woodruff keys
- 1 Fan belt
- 3 Generator pulley shims
- 4 Each 8 and 16 amp fuses
- 2 25 amp fuses
- 1 Master cylinder brake light switch
- 1 Oil pressure switch
- 1 Each type light bulb (except headlight)
- 1 Split type axle boot kit
- 1 3M abrasive pad
- 1 1 electrical jumper wire/alligator clips
- 2 Valve cover gaskets- steel center, do not need cement
- 1 Oil drain plate gasket kit
- 1 Each oil canister supply and return line
- 1 Oil canister top bolt washer
- 1 Oil canister top gasket
- 1 Tube Permatex Sealant (petroleum resistant)
- 2 Tubes of JB Weld epoxy
- 1 Fuel pump rebuild kit
- 1 Carburetor rebuild kit for Weber
- 1 Each left and right carburetor linkage ball end
- 1 Fuel filter (in-line plastic type)
- 1 Meter fuel hose
- 4 Fuel hose clamps
- 1 Tach drive rubber seal
- 1 1 meter stainless steel safety wire
- 1 Clutch cable w/cable adjusting nut or clevis
- 1 4 each, 2 sizes nylon tie wraps
- 2 8x1.25x12mm nuts (numerous applications)
- 2 8mm spring washers
- 2 6x1.0x10mm regular and Nyloc nuts
- 2 6mm wide area flat washers
- 2 6x1.0 sheet metal screws and washers
- 2 6x1.0x18mm bolts
- 1 Assorted washers for 6 mm and 8mm bolts and screws
- 1 Rear wheel seal kit with cotter key
- 1 Set of plastic gear shift parts
- 1 Pin for shifter tower fastener
- 1 Set of plastic shift parts for the transmission gearshift coupler
- 1 Gas siphon hose
- 1 Ohm meter
- 1 Test light for static timing

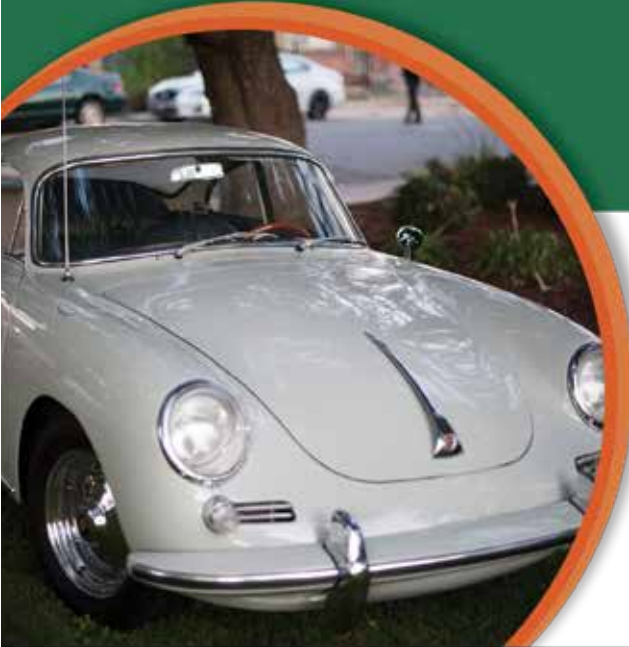


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Please note the cost of a hard copy newsletter is now \$25/yr. If you are using a membership form from an old newsletter, you will need to adjust the amounts.

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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>)

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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

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



facebook.com/NorCal356Club