

# 356CAR

California Alta Region

2024 Issue 4



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### About the Cover:

Ferdinand Porsche casts a watchful eye over the recent 356CAR Christmas party held at Kim and Rachel Nelson's garage.

Photo by Mary Borden

# President's Message

## Looking Back On 2024

Happy New Year and I hope all of you had a wonderful Holiday Season!

Look back, I believe 2024 was a fabulous year for our club and for all of you who came out and participated in any of our events. It was our turn again to host North Meets South in San Luis Obispo and what an event it was! Led by Tina and Jim Lauer, it was perfectly executed by their team of some 20 volunteers and we may have had a record attendance with approximately 250 registrants! Another highlight this past year was the West Coast Holiday in Santa Barbara and our club's participation in helping to put this four day event on. Having been several years since we had a WCH, the anticipation was high and the event sold out in two days! The tours and tech sessions were great, the Concours was magnificent and the Saturday evening banquet had 450 Porschephiles from all over the world enjoying the evening together.

2024 saw approximately 45 new members join 356CAR and at year's end we had 345 members plus 248 co-members. Our monthly breakfast gatherings continue to be well attended and provide a wonderful outlet for our members to get together and socialize. 2024 also saw a number of great events for our members to participate in and enjoy. We had car detailing sessions in both the Bay Area and Sacramento. In March, the Bay Area was treated to a presentation on Peter Schutz, CEO of Porsche AG in the 80's, by our own 356CAR member, Lori Schutz. Our club had two group drives for "Drive Your Porsche Day" – one to the Point Restaurant in Rio Vista and the other, a drive down Highway 1 from the Monterey area. In June, Steve Douglas organized a "Meet in the Middle" picnic at their home in Gilroy. Sacramento hosted three tech sessions during the year and a November drive through the back roads of Northern California that ended for lunch at Poor Red's in Diamond Springs.

We had many other events and opportunities to get together during 2024 and I would like to thank everyone who stepped up to help with an event or put one on for the club. At our November 356CAR Board meeting we started the process of planning events activities for 2025. I'm very excited with our first pass of events and I believe this will be an exciting year for our club. I'd like to encourage all of you to come out and participate in the driving tours, tech sessions and social gatherings that we will have this year. I would also like to encourage you to get involved by putting on an event for the club or helping with an event.

## New 356CAR Liability Waiver for Home/Shop Events

On our 356car.org website under the "Misc." section you will find a new a Policy and Procedure that was approved at the Club's November Board meeting. It is a Liability Waiver that is intended to help protect our members who generously open up their homes, garages and shops for our members to participate in 356CAR sponsored events. The form is simple and very similar to the form that we request participants to sign when we have a club sponsored driving tour. I would like to suggest that if you haven't taken a look at our websites "Misc." section lately that you take a moment and check it out. There are a number of interesting and helpful technical articles and resources

## Sacramento 356CAR Christmas Party Thank You's

You can read about the Sacramento Christmas party and Charity auction in this newsletter but I would like to personally thank every member of our club that donated to support our chosen charity - Ride to Walk. The monies that our members contributed to support this non-profit organization will make a significant difference for Dr. Kris Korn and her patients. I would also like to thank **Steven Roberts**, the owner of Alpha Auto Works and the Porsche General Managers from Porsche Sacramento and Porsche Rocklin, **Demi Le Marquand** and **Alan Vidlund** for their generous donations to our auction. And finally, my wife Rachel and I would like to thank all the 356CAR members who helped us host this year's party: **Tom and Kathy Sansone, Mike and Carol Gabbard, Dan and Terry Richards, Terry Taylor, Blair and Terri Reese, Frank Kolafa, Tim and Jenny Derich, Bruce and Kathy Ungari and Kurt and Claudia Campbell**. We couldn't have done it without your help and support!

Well, I guess that about does it for this year. It's December 29<sup>th</sup> and it's raining cats and dogs outside. I've got a set of Solex carburetors that have been acting up lately on the work bench and the rebuild kits came in yesterday. I have no excuses so I guess I'm just going to have to go down to the garage, turn on the heater and music and see what I can do. Ah...it doesn't get much better than this!

Happy New Year everyone and I look forward to seeing you at some of your club's events in 2025.

**Kim**

# 356CAR Membership Update for September

Dana McDaniel, Membership Chair

It's been a month since our last report, and our club has welcomed 2 new members and 1 co-member.

Our new members to welcome at our 356 events:

<u>Member</u>	<u>Co-member</u>	<u>Location</u>
Michael Gorback		Carmel Valley
Ron Lingren	Franca	Fair Oaks

Hope everyone is enjoying the holidays as we look forward to 2025.

Happy New Year,

Dana McDaniel  
356CAR Membership

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## The 356CAR Christmas Party

The annual 356CAR Christmas Party was held on December 14 at Kim and Rachel Nelson's garage. The space was decorated with Christmas trees and lights and even Santa in a Speedster. About 160 members and guests made the trip despite rain and wind and generally ugly weather. Inside, though, it was cozy and warm with a wonderful pot-luck and drinks.

Many of the guests who attended were our advertisers and folks from our local Porsche dealerships. Many thanks to Steven Roberts, the owner of Alpha Auto Works and the General Managers from Porsche Sacramento and Porsche Rocklin, Demi Le Marquand and Alan Vidlund for their generous donations to our auction. Porsche related gifts were given out as well as gifts that were auctioned to benefit Ride to Walk (see article on page 6).

The afternoon ended with Christmas carols and music from the Last Chance Band. Members who worked behind the scenes were Kathy & Tom Sansone and Mike & Carol Gabbard (decorations), Terri Blair, Jenny Derich and Kathy Ungari (check-in), Dan & Terry Richards, Terry Taylor, Blair Reese, Frank Kolafa, and Tim Derich (parking). You are all appreciated so much. And especially Kim and Rachel Nelson for hosting us again this year.



# Giving Back...

## 356CAR Members Giving Back To The Community In The Season Of Giving

### Shriner's Hospital Toy Drive

To start our 356CAR season of giving, Joy Fifer organized some Sacramento area members to participate in the EuroSunday Toy Drive to Shriner's Hospital. The group met at the California Auto Museum. Before our appointed time to deliver gifts, Santa (Kurt Campbell) fired up his sleigh and with Rudolph in the front and a Christmas tree in the back, we made our way to Shriner's. Little elves were there to take our gifts and then we were able to drive through the main driveway to wave at some of the patients who were able to come down to the lobby to enjoy the sight. It was great fun and very fulfilling to see the smiles on everyone involved.



### The Ride to Walk Program

At this year's Christmas Party we choose a local charity, Ride To Walk, to have a live auction and raise money for infrastructure improvements. Ride to Walk is a nonprofit organization providing therapeutic horse riding for children and adults with special needs ranging from learning disabilities to quadriplegia. The Founder and Director of Ride To Walk, Dr. Kris Korn, was our guest at the Christmas Party as well as Rob and Nicky Pane with their son Cody, who has been in the Ride to Walk program for over 15 years. Our goal was to raise money to help pay for turning their muddy driveway into an asphalt driveway that children, adults and horses can safely navigate. We had 8 items to be auctioned off but 3 items are worth mentioning. One of our new sponsors, **Alpha Motor Works** in Folsom donated a car detailing and paint protection film service valued at \$2400. **Porsche Sacramento and Porsche Rocklin** both donated "Porsche Spa Days". Needless to say, those items alone generated \$2850. The remaining items and generous cash donations by our 356CAR members generated another \$3800 for a total contribution to Ride To Walk of \$6650. As you can imagine, Dr. Korn and the Pane Family were extremely happy and in between the tears of joy, Dr. Korn invited our club to come out this spring for a BBQ at the Ranch!



Dr. Kris Korn, along with Rob, Niki and Cody Pane, speaking at the 356CAR Christmas party about the Ride to Walk Program.

### Sutter Hospital's NICU

In 2021, we were contacted by Joy Fifer's daughter, Lisa, who was a Child Life Specialist in the NICU at Sutter Medical Center. Lisa had arranged for a Santa to visit the unit each year, but the Santa who usually visited was no longer available. Joy suggested that Lisa contact us because Joy thought we might be a good fit for the "job". Tom and I were very interested in taking on the task of Santa and Mrs. Claus, so I made a Santa suit for him and a Mrs. Claus outfit for me. We first visited the NICU a week before Christmas where we were escorted to all the babies and took pictures with them and their families. The Medical Center also receives toy donations all year long so we gave each patient and their siblings these gifts. On Christmas morning we returned to visit the Pediatric ward for pictures and to hand out more gifts.

This is our 4th year of having the privilege to visit children who can't be at home for Christmas and hopefully providing them some holiday cheer with a visit from the "jolly ole elf" himself. We both genuinely love these visits and seeing the excitement expressed by the patients and their parents when we appear. Many of the children are dressed in holiday pajamas and stocking hats. Even the nurses want a picture with Santa. We eagerly look forward to more future visits as long as they invite us so that we can exclaim "Happy Christmas to all, and to all a good night!" *Kathy Sansone*

*Editor's note: Tom and Kathy are longtime 356CAR members. Tom serves on the Board of Directors as our secretary. Kathy is the Events Chair for the Sacramento area monthly meetings. We are all so grateful to have these wonderful people in our Porsche 356CAR group.*



# “Fall Colors Tour”- A Drive in the Foothills and Classic BBQ

by Jack Banville

Planning a drive in December can be risky, weather-wise, yet nearly 30 356CAR members enjoyed a Spring-like day on December 5th in the Sierra Foothills. The drive, led by long-time 356 owner and 356CAR member, Donal Smith, began at Starbuck’s in El Dorado Hills. Members showed up early to sign waivers and review the planned route. At 10:00 drivers pulled onto Salmon Falls Road, one of the most scenic and enjoyable driving roads in El Dorado county. Fall colors were still in abundance while driving past numerous vineyards and orchards. The route led to Highway 49 where the road widened and the view of a variety of Porsches, mostly 356s, could be seen snaking down the road on the way to the gold discovery site at Marshall State Park in Coloma.

The group made a brief stop before continuing on to Hooverville Orchards; a picturesque working farm located about two miles off Hwy 49 between Coloma and Placerville. The visit was pre-arranged as part of the drive. Hooverville’s Holly and Jenny welcomed the group with hot cider and delicious gingerbread cookie samples from the on-site bake shop. The shop featured fresh fruit pies, jams and other treats from the orchard and made on site. After taking several photos, the group hopped back in their Porsches and headed to our final stop at Poor Red’s BBQ arriving for lunch at 1:30.

Poor Red’s has been around since the 1940s. Donal Smith, who conceived the drive, and many other members were regulars at Poor Red’s during their college years in the 60s and 70s. While the restaurant has new owners and has been enlarged and remodeled, the classic charm lives on. For those who hadn’t been there in years and those who were first timers, it was clear that everyone enjoyed the food and of course the camaraderie of the club.

On an unexpectedly mild and sunny day 356CAR members enjoyed getting their cars out of the garage after many rainy days. Nothing better than a relaxing drive with good company and good food, far away from traffic yet close to home



# Carburetor Tech Session

by Jack Banville

On November 2nd, 356CAR members were treated to an informative technical session presented by Paul Frame of Ted Blake 356 Restorations. The event was very well attended with 30 members on-hand at Kim and Rachel Nelson's garage. Some of the members made the drive from Novato, San Jose, Sonoma, Concord, Walnut Creek and Monterey to enjoy the session and the camaraderie of fellow 356 enthusiasts in the Sacramento area.

Paul brought a kit of tools he uses at the shop and an assortment of carburetors by Zenith, Solex and Weber. One of the members brought a Dellorto to complete the collection. Kim provided an on-stand engine for demonstration purposes. Paul's presentation was very interactive and he often called on members of the audience, including Steve Douglas to comment on their experiences and knowledge. The combined years of experience in that room probably measured well over 500.

Paul's goal was to discuss the differences in each of the carburetor brands found on 356s and how they work as a system along with the distributor, valves, fuel pump and where it all starts - the gas pedal. He stressed the importance of proper adjustment of valves, timing, dwell



and linkage components prior to making any changes to the carburetors on a warmed-up engine. For maximum performance he recommended using a partner to press the gas pedal to the floor while insuring the butterflies are fully open. Paul then pointed out the locations of idle and mixture screws on each of the carburetors, demonstrated proper linkage and return spring adjustments as well adjustment to the fuel pump actuating rod. He also discussed methods for

inspecting and cleaning jets, adjusting the idle circuit using two types of syncing tools, measuring fuel pressure, and the advantages of installing an auxiliary electric fuel pump. Finally he stressed the importance of getting the car out of the garage and driving it!

The session lasted a full two hours and was followed by lunch and lively discussion of our favorite topic- 356 Porsches!



# Meguiar's Tech Session in San Mateo

by Craig Chu

**T**wenty-five club members and five professionals gathered at the shop of Taylor Griffith, owner of Bay Area Detail in San Mateo on August 31st for a detailing tech session. We were very fortunate to have the use Taylor's shop because it was ideally set up for detailing with lots of room and excellent lighting. Taylor's father is Richard Griffith, a long-time member of our club. Taylor is available to take care of all your detailing needs and does a lot of Porsches. His partner at the shop, Jeff Garcia (not the 49er quarterback), specializes in paint protection film.

The session was conducted by Logan Mulligan and Aaron Enriquez. Logan is Territory Manager for Northern California for Total Sales and Marketing. Aaron Enriquez is Director of Sales for Protect-It. Both companies are key wholesale distributors of Meguiar's products in the Bay Area.

The session consisted of three parts: a question-and-answer session, an introduction to the five-step paint detailing process, and a hands-on demonstration using dual action polishers. Following the

tech session, all attendees got to choose from Meguiar's full range of products to take home as a gift from Meguiar's. The question-and-answer session and "five-step process" are summarized in a [downloadable handout](#) available as a link in the most recent (December 29, 2024) 356CAR email blast to all members.

The hands-on demonstration was performed using Craig Chu's Mini Cooper. Logan used Mirror Glaze Professional Ultra Pro Speed Compound M11032 with a Rupes polisher to remove heavy oxidation on the roof. Taylor helped out using Rupes Dual Action Coarse High Performance Cut Polishing Compound and a Rupes polisher. The Mini's roof looked like new after the demonstration.

For restoring the Mini's headlights, Aaron used 1500 to 5000 grit sandpaper then Meguiar's DA Microfiber Correction Compound D30016 with a polisher. You could also use Mirror Glaze Professional Fine-Cut Cleaner M2016. Follow up with Keep Clear Headlight Coating annually. Meguiar's also sells several headlight restoration kits if you want to do it by hand.

Protect-It is headquartered in San Jose and conducts sales and distribution using a small fleet of trucks. Training sessions (mostly for professionals) are conducted at its headquarters, at its new training facility in Sacramento and at customers' businesses. If any club member wants to buy from them, Aaron can arrange for you to meet a truck on its route. Buying from Protect-It has the advantages of receiving expert advice on choosing products and buying at discounted prices. Protect-It sells products from Meguiar's, Griot's Garage, Rupes and others.

Aaron lives in the Sacramento area and has recently been involved in opening the new Protect-It training facility in Sacramento. He would be happy to arrange a detailing session for our club at that facility.

***Thank you!** Taylor, Logan, Aaron and Meguiar's, for all the time and effort you put into making our tech session a success and for the generous product giveaway.*



Taylor Griffith on the buffer



Aaron Enriquez working on headlights



Logan Mulligan highlighting some of Meguiar's products



## 356 Registry West Coast Holiday- A Recap

by Bob Cannon

*Panoramic view of the display at the Saturday car show on the spectacular grounds of Santa Barbara City College*

**S**ometime in early 2024, Kim Nelson and I got our collective arms twisted by Mike Puldy of the 356Club to get involved in putting on a “spectacular” West Coast Holiday somewhere on the West Coast. What seemed like a great idea at the time finally came to fruition in mid-October in Santa Barbara after about 9 months of *really intense* planning. Was it worth it? – hell yes! 356CAR and the 356Club put together a long weekend party for about 450+ of our friends in a spectacular setting with great weather to celebrate the 50<sup>th</sup> Anniversary of the Registry and the 70<sup>th</sup> Anniversary of the Porsche Speedster.

A group of us, including Heiner and Bettina Fees from Germany, left Sacramento in our 356s on Tuesday, October 15<sup>th</sup> and stayed overnight in Morro Bay. The next day we headed to Santa Barbara to get things ready for the arrival of everyone attending the Holiday the next morning. Although the headquarters hotel was the Santa Barbara Hilton, many of us chose to stay off-site at the (“original”) Motel 6, which was 2 blocks away. Not a common hotel for many of us to stay in, it was retro-beach-themed cute, recently remodeled and had free parking off street for our cars. Overall, it worked out just fine for the little time we spent there. Wednesday night found the early arrivals congregating at a local Irish pub, where past acquaintances were renewed and a good time was had by all.

**Thursday** arrivals were efficiently registered for the event with the crew assembled by Kim and Rachel Nelson, including Kathy Sansone, Kathy Ungari, Blair and Terri Reese, Barbara Skirmants, Brenda Perrin, Joyce Kierejczk, Bill Hambrick, Garrick Huey and others. While everyone was stuffing their goodie bags at

registration, the rest of the participants hit the Registry Goodie Store set up by Diane Morrill for a load of treasured remembrances. After the morning’s activities settled down a bit, it was off to see the sights in Santa Barbara and surrounding areas with self-guided drives or just relaxing in the hotel or by the beach. Most people chose to drive to area wineries or visit the highlights in Santa Barbara city proper. We chose to visit the Mission and a few other sights before heading back to the hotel for a well-deserved nap. A wonderful reception was held on Thursday evening in the outdoor reception Rotunda of the Hilton, complete with a couple of spectacular cars on display. Watching the sun set over the ocean while enjoying the company of new and old friends was a great experience for all of us attending. Something is magical about the interconnection of the ocean, a gentle breeze and friends as you watch the sun set and you never really get tired of it...

**Friday** started very early with coffee and pastries in Elings Park, a local privately owned park which served as a staging area for multiple drives planned for the day. Bob Murray organized the crush of cars (almost everyone attending the Holiday) into neat lineups for various escorted and self-guided drives for the day and we all took off. Some drives benefited the Parkinson’s Disease “Drive Towards A Cure” as a charity donation and others were first come, first served. That’s when the chaos started. First, we tried to ask attendees to download driving maps and directions before coming to Santa Barbara to avoid having to print out hundreds of pages for the event. Almost nobody followed our request. Second, some of the groups were so large that they quickly became fragmented trying to

navigate the various traffic lights and stop signs on the way; in addition, some of the tour leaders managed to take off and leave the group in the dust. Then you add a few surprise road closures and you can imagine the how the morning went. We all learned a few valuable lessons from the experience for the “next time”.

In spite of the challenges, Elaine and I made our way to Santa Paula to visit the “Collector Car Vault” along with about 60-70 other cars. The Collector Car Vault is an 80,000 square foot facility housing over 200 classic and exotic cars. Our host found a 100+ year railroad packing shed building and renovated it to a beautiful property combined contemporary art with beautiful automobiles. This car collection is a popular stop for luxury rallies and we were lucky to have the opportunity to visit the facility for lunch and a tour. As a real treat, we had the opportunity to see a couple of Rudi Klein’s vintage cars which were scheduled to be sold at an upcoming auction in LA. Heading back to Santa Barbara at the end of the day, we took the back roads and enjoyed the solitude and spectacular scenery. All in all, a great day of touring with the top down in our trusty 356 Cabriolet. The evening found some of us at Porsche of Santa Barbara, one of our major sponsors, for a quiet reception before heading home to get ready for Saturday’s car show at the Santa Barbara City College.

### **Photo Credits:**

*Bob Cannon  
Elaine Cannon  
John Hearn*



*Cars arriving at the Santa Barbara Beachfront Hilton*



*All tucked in at the nearby Motel 6 for the night*



*Good friends, good times...*



*Sunset reception overlooking the Pacific*



*Staging for drives at Ellings Park*



*Kathy Murray hard at work directing traffic*



*We finally arrive at the Collector Car Vault!*



*Clubhouse area of Collector Car Vault*

During the planning for the Holiday, the search for a spectacular site for Saturday's Concours/Car Show quickly narrowed to the Grand Meadow at Santa Barbara City College, overlooking the Pacific.

When **Saturday** morning arrived and cars started to park on the grass, the venue did not disappoint. Rather than a judged or People's Choice Concours, we elected to have an informal Car Show with limited judging of 3 categories by designated teams: Best of Show, Favorite Speedster and Favorite Outlaw. The pictures tell the story of morning best; *it was beautiful!* If you would like to see a video of the show and the many beautiful cars close up, go to this link:

<https://www.youtube.com/watch?v=bMNDAsPqCAY>

The weather was perfect, the view was spectacular and the whole morning turned out to be very special. Don and Julie Greenberg's beautiful restored 52 Pre-A Coupe took the honors as Best Overall. Rod and Gary Emory chose their favorite Outlaw from a large field on display; William Smith's Coupe took that honor while Dana and Irmela McDaniel's 55 Speedster was chosen as the Favorite Speedster. Congratulations to all who were honored! The Greenbergs and McDaniels received custom brass sculpture awards crafted by 356CAR member Ross Groelz. The only downside of the morning was having to pack up and leave after it was all over.



*Don and Julie Greenberg with their 52 Coupe: Best of Show*



*William Smith presented with the Outlaw Award by Gary Emory*



*Dana and Irmela McDaniel accepting the Favorite Speedster award*



*Rod Emory with the LeMans winning #46*



*Del Session's Speedster, previously known as "Patches"*



*That fender should "buff out"...*



*Some of the 40+ Speedsters on display*

Saturday afternoon was devoted to Tech Sessions at the Hilton with Vic Skirmants, Jules Dielen and Paul Christensen presenting varied topics as well as a panel discussion moderated by Jonathan Sieber, Senior Manager of Porsche Classic, PCNA. The evening had us attending the traditional Gala Awards Event. Since this was the 50<sup>th</sup> anniversary of the Registry, most of the evening was dedicated to recognition of the varied accomplishments over the years. We were honored to have one of the original founders of the Registry, Vic Skirmants, who offered his perspective on those early days of the Registry. We also had numerous attendees from Porsche AG in Germany and Porsche Cars North America in Atlanta at the event who presented their thoughts and acknowledgments. For once, the food was plentiful, varied, and enjoyed by most everyone during the dinner. Those who contributed to making the Holiday a reality and a success were recognized, including-

**THE EVENT COMMITTEE:** Jim Black, Bob Cannon, Kim Nelson, Michael Puldy (Chair)

**AWARDS:** Ross Groelz, Rachel Nelson

**CAR SHOW:** Jim Black (Chair), Marco Vartanian, Pete McNulty

**DRIVES:** Bob Cannon, Jay Haskell (Chair), Dirk Layer

**EVENT ACCOUTREMENTS:** Mike Allen, John Laur, Lori Schulz

**ELINGS PARK:** Bob Murray

**EVENT BADGES, MAPS AND SIGNS:** Bob Cannon

**EVENT DESIGN AND GRAPHICS:** Dwight Knowlton, Carpe Viam

**EVENT GOODIE BAGS:** Kim Nelson

**EVENT PRINTING:** Randy Maskell, Maskell Graphics

**JUDGES:** Steve Burk, Bob Cannon, Ed Justice, Jr, Bob King, Kim Nelson, Rachel Nelson, Ed Rutherford, Bruce Ungari, John Willhoit

**PHOTOGRAPHY:** Rex McAfee, Michael Puldy

**REGISTRATION:** Bob Cannon (Co-Chair), Kim Nelson (Co-Chair)

**ROUNDEL GRAPHICS:** Mark Davidson, Drive Toward A Cure

**ROUNDEL PRINTING:** Troy Downey, Ape Wraps

**SWAP MEET:** Peter Dunkel

**VENUES:** Lori Schulz



356 Registry President, Jim Wayman, presenting Vic Skirmants with a recognition award



Attendees from Porsche AG and PCNA



Jim Wayman, Mike Puldy and Michael Branning

The next morning at 0-Dark-Thirty found the early risers in search of treasured items at the indoor swap meet. A few bargains were to be had and those who found them came away happy. It was good to talk to the various vendors about items as well as find those special items that you really didn't know you needed... After packing up and trying to stuff our little cars full of bags and assorted treasures, we said goodbyes and headed off. In our small group traveling together, all was going well until we hit the long Questa Grade north of San Luis Obispo on 101. We made it just fine, but Bill Hambrick and Leigh Rutledge lost their engine on the way up and needed to be put on a flatbed tow truck back to SLO. Fortunately, Kathy and Tom Sansone saved the day by providing a free backseat in their "modern" car to give Bill and Leigh a lift most of the way home. Luckily, Don Tollefson came to the rescue the next day with a trailer and tow vehicle to get them and their car back to Sacramento. Thank God for friends!

In summary, this year's West Coast Holiday was a very special event which I was happy to be an integral part of, but really happy when it was in my rear-view mirror. Now, who is going to step up for a future event in the coming years so we can plan on attending just as participants??



Kurt Campbell driving a hard bargain with the event artist, Dwight Knowlton, at Sunday's swap meet.

# In The Rearview Mirror

by Craig Chu



Brian Perry and his Speedster

## Spring 1988 Newsletter

At HCP Research in Santa Clara, Harry Pellow gave club members a tour of his shop. Harry had an impressive collection of old, non-functioning 356 engines. He showed the group what happens inside an engine when it is worked on by mechanics not familiar with 356 engines or not properly maintained. After a lunch break, Harry showed members his well-equipped machine shop for rebuilding 356 engines.

At the lunch break from the HCP tour, members visited nearby Rennsport Werke. At this shop, Jim Wellington used to rebuild four-cam engines. Brian Perry said he had never seen so many four-cam engines in one place and never expected to again.

Bob Cannon joined the newsletter staff contributing his expertise with the Macintosh and PageMaker. He also became co-editor with Nancy Withers near the end of the year.

Bill King wrote Part 1 of two articles on rust. He described how he repairs rust in two of the most common areas rust is found: the rear portion of the front fenders and the door bottoms. The fenders rust where the outer body panel wraps around the inner fender closure panel. The seam was originally sealed with a caulking compound which shrinks over time allowing water to enter the area. The door bottoms rust because the drain holes get clogged with debris.

**Tech Tip:** If you have the original rubber brake lines, replace them with stainless steel braided lines. This will tremendously improve performance because braking pressure will no longer be partially wasted on expanding the rubber lines. Teflon-lined, aircraft-style lines are best.

## Summer 1988 Newsletter

Bill King wrote his second article on rust. This article was on how to do a detailed inspection of your car for rust. He listed more than fifteen places your car can rust, most of them under the car.

Leo Droughton presented a tech session on rebuilding and alignment of a 356 front suspension.

Steve Douglas wrote an article about hard starting problems when the car is cold. He looked at seven cars. Five of the cars had low fuel levels in the float bowls. In two of those cars the problem was probably normal evaporation. In another, fuel was leaking out past a brass plug. In the last two, there were leaking rubber diaphragms in the fuel pumps. In addition, both diaphragms had swelled up

and reduced the effective volume of the pump cavity. This reduced the amount of fuel pumped with each stroke. The last two cars had very dirty carburetors and old ignition parts. After partially rebuilding the carburetors and putting in new ignition parts, both cars started reasonably well.

The second annual North Meets South was held at Morro Bay in May. Saturday was a picnic and a people's choice car show at Del Mar Park followed by dinner at the San Simeon Restaurant. Sunday was a swap meet and self-guided drives. Steve was one of the organizers and participants especially enjoyed the drives that he planned.

## Fall 1988 Newsletter

Club members toured the wine country for a day. They started from Denny's Restaurant in Walnut Creek and headed to Kenwood in Napa Valley. After touring a few wineries and eating lunch, they drove to Sonoma to Negri's Original Italian Restaurant in Occidental. The tour was organized by Ed and Marsha Wilson.

## Winter 1988 Newsletter

Brian Perry drove down to Mexico in his Speedster with two friends to participate in the first reenactment of La Carrera Panamericana, last run in 1954. He placed third in his class and was given a checkered flag by Juan Manuel Fangio!

**Tech Tip:** If your radio is not sounding right, it might have disintegrating speaker cones. You might be able to repair them yourself or there are companies that will rebuild/recone your speakers. You can buy new, replacement speakers but you will not be able to keep the stock grills.

Gary and Toni Estep presented a tech session on concours judging under SCCA rules which are less strict than PCA rules. The session was hosted by Dawn Perry and Ted Blake at their shop in Sacramento. Ted Blake also gave a talk on the care and preservation of your transmission.

## Author's Comments:

The 356 Carrera model with the four-cam engine was produced from 1955 through 1965 (through most of the product lifespan of the 356) but in very limited numbers - only about 700 were built. Today they sell for \$500,000 to more than \$1 million.

The original Carrera Panamerica was run from 1950 to 1954 and was considered one of the most dangerous races in the world. It attracted racers from all forms of motorsport including Formula 1, Indy and NASCAR. Fangio won it in 1953. When it was resurrected in 1988, various changes made it safer.

Negri's restaurant is still there in Occidental and has been since 1943.



North meets South Concours in Del Mar Park, Morro Bay. 1988

# # 84832 - The Stolen Porsche

by Steve Raucher

**M**y dad, Bob Raucher, owned 356 cars from the late 1950's until his passing in 2015. Some were very rare. He was a well-known 356 enthusiast in CA and beyond. This Speedster spent its first ten years in Honolulu, then six years in Colorado and the last almost forty-nine years with my family in California. He bought it in early 1974 for \$4,600, nearly twice what Speedsters were going for at that time – but it was perfect. It was a beautiful Tangerine Orange lacquer show car. Shortly after he brought it back to Los Angeles, it was stolen.

Dad (Bob) and I went into a bad section of Los Angeles to look at 356 parts for sale. Dad got a bad feeling about this place, bought nothing so we left. Shortly after that he went into West side of Los Angeles to get a haircut with the Speedster, parked it, and left. He came out shortly after and car was gone. He had only owned the car about three months. We were talking about the theft and I asked him (I was 12 years old), what did you remember leading up to parking the car for your haircut?

Bob thought about it then said "I remember seeing a white 356 Coupe in the rearview mirror following. We thought about this a bit more; then I said "hey, there was a white Coupe at the house in bad part of LA recently right?" A theft ring was stealing 356 cars in Los Angeles and bringing them to their shop in the Santa Cruz, CA area where the cars were changed for resale. The original bumpers were removed from our car and the rear fenders were flared. This was common in the 1970's and aftermarket bumpers were added. Dad placed an ad in Collector Car magazine reporting the theft. Bruce Canepa from Scott's Valley saw our Speedster driving through the Santa Cruz mountains and helped us to get it back.

The CA DMV wanted to issue a new VIN when time came to register this car again. Bob said "Over my dead body!" and the proper #84832 chassis number was used. The Speedster has documented ownership from new and was sold through Horst and Schmitt in Bremen Germany. It was always a driver, quick and sorted.



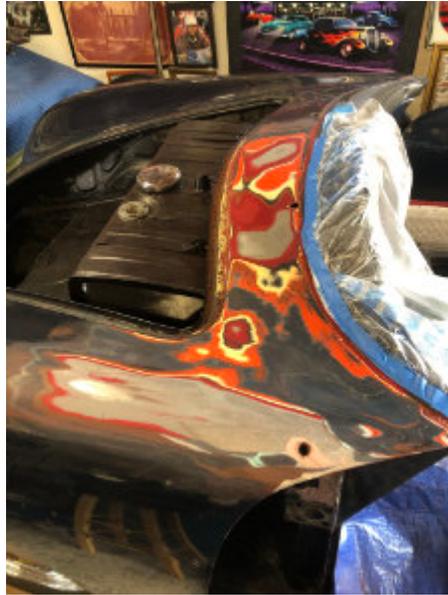
*The author's dad - Bob Raucher- with his recovered stolen Speedster.*

## The restoration progress in 2024...

The car is one of about 4,150 Speedsters built between 1954 and 1959. They were imported through New York, by way of well-known businessman, Max Hoffman. Many made their way into the hands of avid racers. The typical engine was the overhead-valve, four-cylinder boxer pushrod motor (rated at 60 horsepower). Around 120 came with a more desirable race-inspired four-cam 'Carrera' engine. These also received two spark plugs per cylinder as well as two distributors.

I took possession of the Speedster in 2010. The car was recently cosmetically restored after 630 hours in the shop. There were five layers of paint and burned out my orbital sander. The car was in the paint/body shop for eight months so the total refurbishing took about eleven months. My late parents, Bob and Eleanor Raucher and now I have made history in this car for over 50 years.

*Editor's note: Many of us in the Sacramento area remember Bob Raucher driving down from Chico to our monthly meetings no matter what the weather. In the winter, he would come out of the car with a beanie hat and a big puffy coat. We all worried that he would freeze – of course the top was never up. The car was used for a poster for the Chico Concours.*



More than a few layers of paint needed to be removed from the body.



The author providing some "sweat equity" during the restoration process.



A new coat of Ruby Red paint all around.



The finished result!

# Recent 356CAR Breakfast Meetings

## Sacramento, October

The October breakfast was hosted by Mike and Brenda Terzich in Loomis on a beautiful Fall day.



## Sacramento, November

The Sacramento area 356CAR November meeting was held at Bob and Kathy Murray's garage. Several members brought friends along. A nice sunny day encouraged a lot of people to bring out their cars.





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## Push Starting a 356 in 3 Easy Steps..

by Kit Sodergren

If your 356 has a dead battery, most people know you can push start it. The exact details for doing that might be a little hazy for some, but there are ways. My late mother used to say that if your car won't start, find a teenager - they'll be able to start it. Well I used to be a teenager, so according to my mother I'm qualified to explain the process.

My experience began when I bought my first car. It was a 1957 Chevrolet 2 door, V-8 stick. Now I'm sure that the Chevrolet Motor Division builds a fine automobile, but this car was worn out long before I ever got it. It did give my friends and me plenty of practice push starting cars. Sometimes we'd even push start it backwards just for variety.

Years later I was on a date with a beautiful young woman. We were walking back to my car after a nice dinner and I thought things were going pretty good. That was about to change. We got into my 1963 VW bug and I hit the starter. Nothing. I asked her if she could drive a stick and she couldn't. So I gingerly asked if she would mind pushing the car a little so I could start it.

You'd think that would be the end of that romance but she stuck with me and we got married, raised a family and then I bought a 1964 356 coupe. We took it out for an introductory drive, showed it off to some of her friends and tried to go home. You guessed it. It wouldn't start. Just one more little push.....

OK, so here's why you can push start a car. Your car has an electric starter, which relies on a charged battery, some wires and switches, and a starter motor to slowly turn your car's engine. It doesn't have to turn the engine very fast but if it has gas and a spark, it will start. But if the starter motor doesn't turn the engine, then it's not going to start. Remember that for it to start, the engine has to be rotated and gas and spark have to be present. The gas is taken care of unless you're out of gas or you've turned the gas off. The spark is turned on when you put the ignition switch in the first position.

The last step in getting the engine to run is to rotate the engine. Ordinarily the starter motor takes care of this. If it doesn't then something else has to rotate the engine. This is where your friends come in. If the car is rolling and it's in gear and the clutch is out, then the engine has to turn and if the ignition switch is on then it will start. All the driver needs to do is:

1. put the car in gear (second gear is a good choice)
2. push the clutch in (otherwise your friends won't be able to push it)
3. turn the ignition on.

Once your friends get the car rolling at a brisk walking pace, release the clutch!

This will force the engine to turn. And if the gas is on and you've turned on the spark, the engine will start. You should probably be ready to push the clutch back in so you can race the motor and show your friends you're no slouch in push starting a 356.

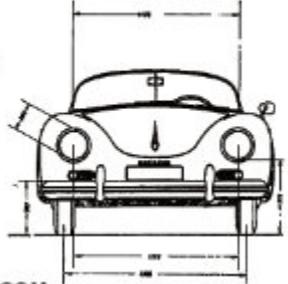
And if you're ever on a date and your engine won't start ... well, good luck.

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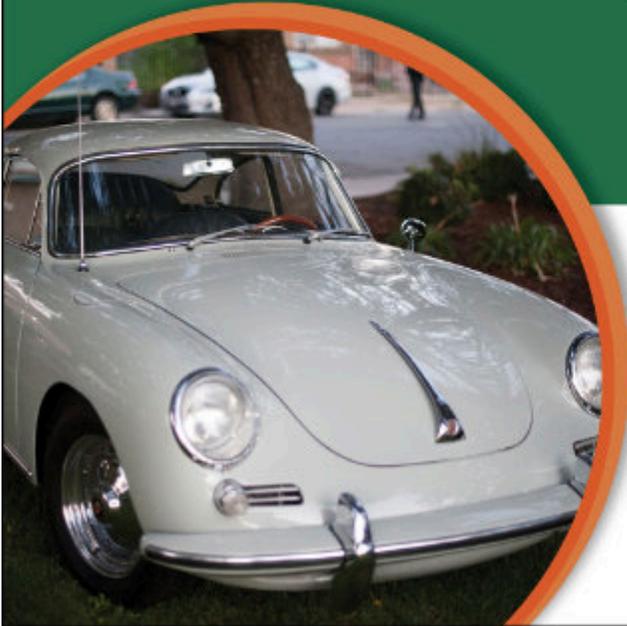
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A dark grey business card for Detail Maniac. On the left is a large white 'M' logo with a red vertical bar on its right side. Below the logo are social media icons for Facebook, Instagram, Google+, and LinkedIn. To the right of the logo, the text reads: **DETAIL MANIAC**, 916.304.2929, [INFO@DETAILMANIAC.COM](mailto:INFO@DETAILMANIAC.COM), [DETAILMANIAC.COM](http://DETAILMANIAC.COM), 600 SUNBEAM AVE SUITE 6 SACRAMENTO, CA 95811.A business card for 356 Registry Goodie Store. At the top, it says **356 Registry Goodie Store**. Below that is a circular logo with 'PORSCHE' at the top, '1948' and '1965' at the bottom, and '356' in the center, with 'Registry' written around the bottom edge. To the right of the logo, it says: **See us for all your 356 Registry logo items and publications**, 831-375-4442, [356goodiestore@sbcglobal.net](mailto:356goodiestore@sbcglobal.net).

# 356CAR Name 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>

# 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

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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
  Monterey  
 North Bay

### membership

- new
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# Membership Dues

Dues renew every July 1st

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Mail your completed application and check (payable to 356CAR) to:

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

