

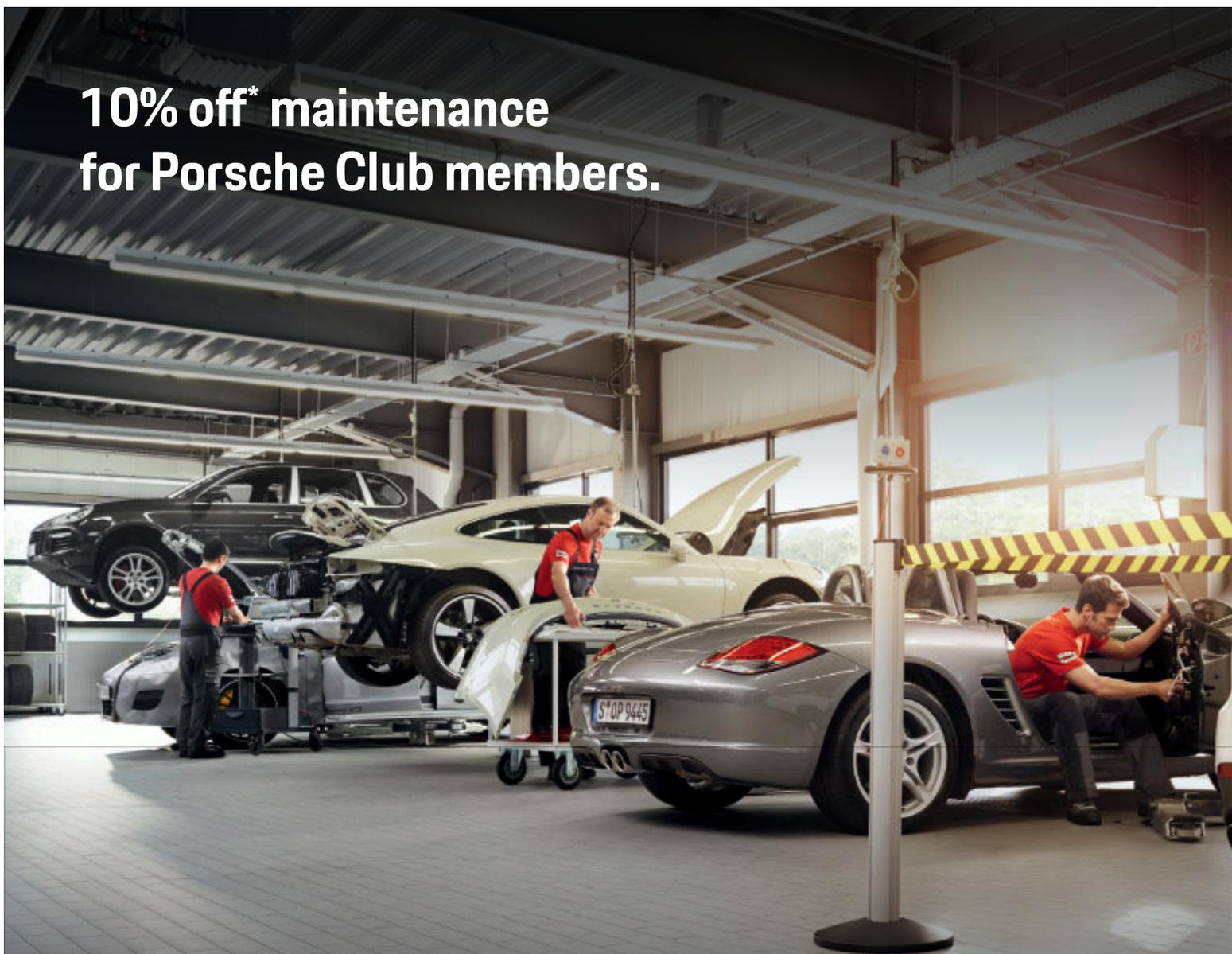
356CAR

California Alta Region

2025 Issue 1



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About the Cover:

Springtime in Northern California.. Trees and flowers are in bloom, sheep are clearing the grass and weeds and the 356s are hitting the roads.

Photo by Joel Jensen

President's Message

Miscellaneous Ramblings

Our first 356CAR Board meeting of the year was on February 6th and our major focus was on club activities for 2025. I'm very happy to report that we have a full slate of activities planned for the year that gives us plenty of opportunities to get together and enjoy driving our 356's.

Some of you in the Bay Area already attended the Pre-North Meets South Tech Inspection that Craig Chu coordinated and hosted by Porboys German Automotive Service. And in February, Jack Banville organized a Transmission tech session put on by Reinhard Riedel in Bob Murray's shop. May 1st through the 4th we have North Meets South coming up in Cambria and last I heard they still had some rooms available at the Cambria Pines Lodge.

On May 31st, Steve Douglas is coordinating a "Meet In the Middle Picnic" at the Estate Ranch of the DiNapoli Family in Watsonville and then on Wednesday, June 4th we're going to have drives leaving from Dublin, Concord and Sacramento to meet up at "Al The Wops" along the Sacramento River in Historic Locke. Many more activities are planned as we move through the year but one more to make sure you put on your calendar is this year's *Gathering of the Faithful on Sunday, October 26th* at the beautiful Wine and Roses Hotel in Lodi.

A Call for Member Recognition Award Nominations.

Now is the time! If you think someone should receive recognition for their contribution(s) to our club then now is the time to go to our website and fill out the Membership Recognition Form and send it to me. From the home page of our website (www.356car.org), click on the Membership tab, 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." *It's easy to fill out the brief form and by hitting the submit button it will come right to me.* It's that easy. The form has all the information that you need, including brief descriptions of our three levels of Member Recognition Awards. **All nominations are due to me no later than July 26th.** Our Member Recognition Awards are given out at our biennial Gathering of the Faithful which Elaine Cannon is planning for us on October 26 in Lodi.

356CAR Welcomes New Advertiser Trevor Gates Metal Werks

For any of you who have been around the 356 community for awhile you're no stranger to the person and company, **Trevor Gates Metal Werks**. Trevor likes to promote the fact that he specializes in de-rusting and sheet metal fabrication for Porsche 356. Take a look at his website: www.trevorgatesmetalwerks.com. There you will see plenty of examples of his quality work and bringing our 356's back to life. Thank you Trevor for supporting 356CAR!

Two Concours This Year to Feature Porsche Outlaws

You heard that right – both the Sacramento PCA Concours on Sunday, June 8th and the Niello Concours at Serrano on Sunday, October 5th are going to have special "Porsche Outlaw" classes and I am personally hoping that we see a lot of our beautiful Northern California 356's at these two shows. From my perspective best part is that the Outlaws will not be judged PCA or SCCA guidelines. Special judging teams will be put together that are familiar with Porsche Outlaws and what it takes to build them. You also do not need to be a PCA member to display and show your car at the June 8th Concours at Porsche Sacramento. More information on these two events will be coming soon but if you have an outlaw and have any question, give me a call or drop me an email.

So, this is just the beginning of what promises to be a very busy 356 year ahead of us. And as always...be careful driving out there and I'll see you on the road.

Kim

356CAR Membership Update for March

Dana McDaniel, Membership Chair

2025 membership is seeing a good start with new members joining our club.

Here are our 10 new members and 3 co-members to welcome at our 356 events:

<u>Member</u>	<u>Co-member</u>	<u>Location</u>
Catherine Acly		Angels Camp
Manny Alvarez		Sacramento
William Crowell		Diamond Springs
Larry Denning		Sonoma
Mark Emmert		Glen Ellen
Demi Le Marquand		Sacramento
Bruce Milan	Liv	Granite Bay
Martin Morey	Ursula	Corralitos
Jose Noli	Elsie Naguit	San Mateo
Alan Vidland		Rocklin

We now have 302 members and 214 co-members.

It's time to get your 356 ready for the events that will be here sooner than you think.

Drive safe,

Dana McDaniel
356CAR Membership

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Save the Date!
Gathering of the 356 Faithful
Sunday, October 26, 2025

Wine and Roses, Lodi, CA

356CAR is hosting the **Gathering of the Faithful** celebration for members and guests in Lodi this coming October! We have chosen the beautiful Wine and Roses facility for this year's event. Plan to visit this vibrant wine region in our backyard and celebrate with us on Sunday, October 26th at Wine and Roses.

Registration will open and additional details will be available in late summer.

In the meantime, consider spending the weekend in the area to fully appreciate all it has to offer- check out this resource for some ideas and suggestions:

www.lodiwine.com

The Annual Big Sur New Year's Day Drive

By Steve Douglas



In keeping with the tradition that was started by the Monterey Bay Region of PCA several years, the Monterey Bay 356 Breakfast Group gathered in Carmel on New Year's morning. A sunny but brisk day greeted eleven 356s and three 911s. The 25-mile drive was wonderful, clear, and sunny with very little traffic. Arriving at the Big Sur River Inn all 17 people were seated at three long "window" tables. The River Inn is an historic inn along the Big Sur River, the smell of the redwood forest and smoke from the giant fireplace added to our breakfast. The cars which were parked in a row, drew in lots of spectators, and we met two 356 owners who stopped in to talk cars.

During the August Car Week, we will be doing another Big Sur Drive with lunch at the River Inn. Details in upcoming email blasts.

If you are ever in Monterey on the 2nd Saturday of the month, come to our breakfast at the Black Bear Diner on Fremont Street. *We would love to have you join us!*





The Fremont Peak Drive

By Steve Douglas

The view from the top- on a very wonderful clear day..

On February 8th, the Monterey Bay 356 group had their monthly breakfast, with thirty-two 356ers attending. Steve Stiles had wanted to do a drive to Fremont Peak, so it was scheduled for after the meeting. After having three days of rain the clouds cleared, but it still remained chilly and breezy. From the top we had over 75-miles of visibility.

Fremont Peak is the site where the first American Flag was raised in California. John Fremont commanded a 60-man group of surveyors who were ordered to leave by the Spanish General Jose Castro. In defiance, Fremont scaled the mountain and raised the flag, along with building a small "fort" expecting the Spanish to attack. He proclaimed the Rocky Mountains and the West for the United States. Three days went by with no attack so Fremont came down and headed for Sacramento and Sutter's Fort. The name "Fremont Peak" stayed.

The tour was led by Steve Douglas, thru the backroads of North Monterey County, stopping in the Mission town of San Juan Bautista before heading up the peak. Upon reaching the upper parking lot Steve Stiles gave a talk on the peak's history. The group started out on the 1.1-mile trail to the peak. The trail quickly became very rugged and little more than a foot wide with lots of rocks to step over, plus it had slippery spots. It took an hour to reach the upper area just below the actual peak but we all made it. After a rest and viewing the sites we took the paved road down, lots easier, but then it wouldn't have been a memorable adventure.



The California Auto Museum and Cars and Coffee

By Bill Hambrick

Several months ago, Kim Nelson asked some club members to showcase their cars at the California Automobile Museum. We had a small display featuring air-cooled Porsches owned by Leigh Rutledge, Bob Murray, Terry Taylor, Kurt Campbell, and Tom Sansone. The display was well-received, and all the owners were pleased to participate.

The drivers were notified to arrive early on the Sunday pickup date because the space was required for another event. Coincidentally, Sacramento Porsche was hosting a Cars and Coffee event that morning. The timing was perfect, so Leigh decided to take her 1956 A Cabriolet to the gathering.



Those who have attended a Cars and Coffee event can attest to the presence of supercars, customized cars, and vehicles from Japanese, Italian, German, and American manufacturers, all showcasing big horsepower and loud engines. It was quite a sight to see a 60hp, 68-year-old car driven by a grey-haired grandmother stirring up excitement as she confidently drove past the Lamborghinis, Mustangs, and McLarens. Leigh backed her car into the service bay, instantly drawing a crowd. One young man approached her and exclaimed, "You drove in and backed it up just like a gangster!" Leigh, unsure of what that meant, decided to take it as a compliment. 😊 I can confidently say that Leigh's car was the oldest vehicle at the show and probably the only one owned by a woman.

It was heartening to see young men and women drawn to Leigh's car. They were interested not only in the car's Porsche history but also in how she came to own and restore it. This interaction gave us hope that our cars will have a future home when we eventually part with them.

Porsche "Mission E Tractor" Coming in 2025

We already knew Porsche was planning different electric vehicles for its new Mission E lineup, but who would have thought Porsche was cooking up a tractor version?

The Porsche Mission E Tractor boasts more than 700 hp, which Porsche says makes it the "fastest accelerating agricultural vehicle in the world." Porsche even says it would make "a pretty good lap time" on the Nürburgring Nordschleife. Farmers will be able to harvest their crops in no time, and since it's all-electric, the Mission E Tractor can help curb pollution. Porsche's new FastFarm App will provide farmers with 24-hour satellite-based weather updates and a mobile farmers' forum. We can't wait for the cornfield-scorching Weissach package!



The new Porsche E Tractor, due to be released in 2025



The Porsche and VW Literature and Swap Meet

By Rich Peters

2025 was the 42nd anniversary of the Lit and Swap meet in Los Angeles. Having attended nearly 35 plus years when the host was the Southern California Porsche Club, this event was attended by a crowd, but with fewer vendors and less attendees compared to other years.

Ed Morris and I rent a minivan, load our miscellaneous parts, literature, and stuff to trek down to LA for the event. The event for the last couple of decades has been held at the Hilton Hotel LAX. We arrived on Thursday afternoon, unloaded and parked the car, checked in, had a bit of rest and then headed downstairs to the hotel bar area for a small dinner.

Friday is tour day when several shops open their doors to welcome visitors with snacks, and refreshments. We drove to a few shops this year to hang out and visit with others we may not have seen since last year. If it's your first time attending and don't have a friend that can show you the shops or don't want to fight the LA traffic, then sign up for the tour which has a full day itinerary visiting the shops. The highlight for many of us is the Willhoit Restoration Shop - for delicious hot dogs, bratwursts, and many beautiful 356s. The shop full of Speedsters, roadsters, cabriolets and Carreras all getting that special Willhoit beautification.

Then it was back to the hotel to get some sleep for a 5am wake up and down to the main ballroom to prepare our tables to sell stuff. You'd think after all these years we'd get tired of the same routine, but nah, we love it! Selling more than we buy from others is a trick to balance. Who am I kidding? We barely break even! But that is the fun of an event like this.

Time to pack up, check out of the hotel, and drive to our next hotel destination for our last night in the LA area. Tomorrow is the parts meet at the EMPI facility. First there are more shops to see. On Saturday evening, European Collectibles has free tacos and cars for sale. A couple of other shops are within walking distance to talk more "shop" with restorers and experts.

On Sunday morning, the swap-meet gates open early to sellers (us again!) to unload into our outdoor designated space. By 11:00 am it is time to pack up and head home. We head back on Hwy 5 North and stop at In-N-Out for lunch on the way. There may have been fewer vendors and fewer buyers this time, but in 2026 we'll be back.



Bay Area locals



Just me and the other sellers



Saturday swap at the Hilton Hotel



Restored motors at Willhoit's Shop



Cars on display at Willhoit Restorations

Transmission and Valve Adjustment Clinic

By Jack Banville and Lou Fifer

On a spring-like morning on February 22nd, Reinhard Riedel shared his extensive knowledge of 356 transmissions of all types, and presented a hands-on valve adjustment clinic as a bonus. Twenty members started arriving early at Bob Murray's Loomis man-cave for the 10:00 tech session. As always, the members enjoyed time to check out the cars in the parking lot, share stories and talk 356s.

With over 50 years of racing history behind the wheel of his trusty red Speedster, "Speedy", and working as a mechanic after arriving from Germany at age 19, who better than Reinhard to present this session? Our club is fortunate that he and Jan relocated to our area from the East Bay and that he is generous with his time and expertise.

With Bob Murray's '65 Cabriolet on the rack, Reinhard began by asking for volunteers who were not familiar with adjusting valves. As the group gathered behind the engine, he explained how the sound of an engine can reveal telltale signs that valves may be out of adjustment. An engine without tapping sounds indicates valves may not be fully opening and closing due to improper clearance. Valves that are too tight cause excess heat, poor running and costly repairs.

Reinhard first demonstrated how to release the valve cover bales with a screwdriver. Then piston firing order/valve adjusting order of 1,4,3,2 was explained to the members. The next step was locating top-dead-center for cylinder number 1 with the rotor pointing to the notch on the distributor housing. The most common factory-stated clearance for proper valve adjustment is 4 mm for intake valves and 6 mm for the exhaust. Reinhard explained that using 6 mm for both intake and exhaust is perfectly acceptable especially if an owner is unsure whether modifications to stock internals have been made. As the adjusting process continued additional volunteers lined up to experience the feeler gauge sliding between rocker arms and the valve stems. Eventually nearly everyone was gathered around the car to get a glimpse of the process. In order to avoid leaks, Reinhard recommended using valve cover gaskets with a steel

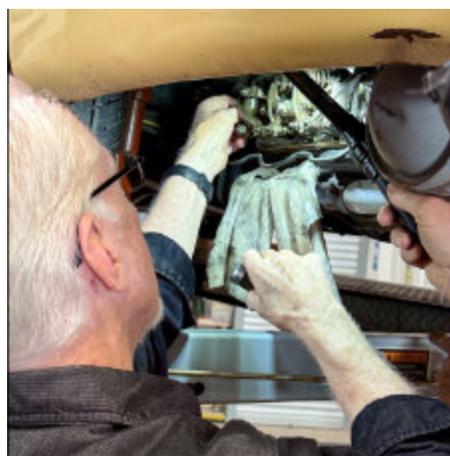
insert sandwiched between the cork gasket material. The steel keeps the gasket in place when installing. The gaskets are available from the usual suppliers of 356 parts.

The next portion of the session centered around the various transmissions used in 356s with Reinhard displaying many of the internal parts brought from his shop as well as some brought by Bob Cannon. Reinhard discussed variations in how the design of the front mounts changed from single to dual over the years. Components subject to wear such as synchros, gears, bearings, and carrier failures were displayed and discussed at length. A very popular topic was whether or not to install a taller 4th gear to lower RPMs for freeway driving. 4th gear variations, both from the factory and aftermarket were

discussed. Opinions vary based upon how the car is driven and whether the engine is capable of handling the increased load. Reinhard showed a ring and pinion and talked about the importance of proper adjustment and the sound made when not adjusted properly. Finally, we spent some time on gear oil and whether Swepeco 201 is a good choice compared with options such as Valvoline 80W-90. Reinhard recommends keeping it simple with 80W-90.

We ended with a lengthy Q&A session which was wide-ranging due to Reinhard's wealth of knowledge. After the session several members drove to the nearby Fowler's Farm Brewery for lunch and conversation. Hope to see you and your 356 at the next event.

Thanks to Reinhard, Bob Murray and Bob Cannon for a very worthwhile session.



"Hands on" valve adjustment



Reinhard showing a transmission nose cone

356CAR Inspection Tech Session in Pacheco

By Craig Chu

356CAR held an inspection tech session on March 8 at Porboys German Automotive in Pacheco. Porboys specializes in servicing Porsches of all model years. Chief inspector was Joe Zeiph, the owner. Joe was joined by Kirk Patterson who runs Deutsche Motor Sports in Concord. Kirk specializes in air-cooled Porsches.

This inspection session was one of several being held in the Bay Area and Sacramento. (Credit Jim Hardie with coming up with the idea) This required recruiting club members with the necessary expertise to do the inspections. This also required having a comprehensive checklist prepared in advance. Our session was aimed at being a teaching session with two mechanics doing the inspections and commenting on their findings as they worked..

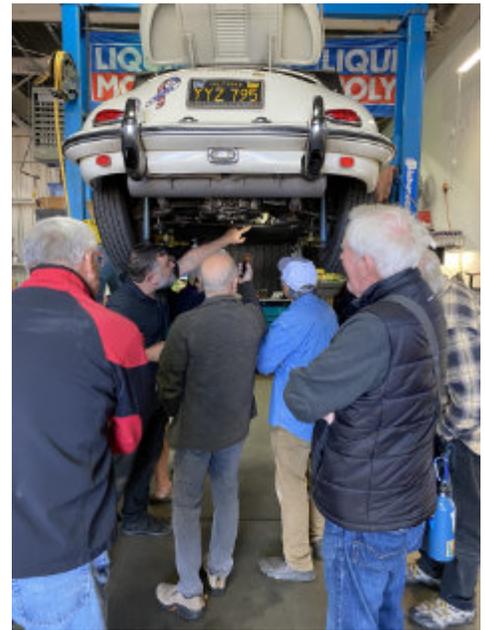
Joe and Kirk jointly inspected four cars, one car at a time so that everyone could hear the commentary on each car. Joe had two cars on lifts at once. Putting the cars on lifts made it easy for everyone to get under the cars and see the issues that Joe and Kirk were pointing out. It also allowed members to participate in inspecting the second set of cars based on what they learned from the first two cars.



Kirk Patterson (left) and Joe Zeiph



Kirk inspecting Oliver Coolidge's car



Kirk inspecting Roy and Theresa Tuason's car

The following is a summary of some of the findings and discussion by Joe and Kirk related to each finding:

Under the Car

- Finding: Transmission fluid and engine oil leaks.
Check for transmission fluid, brake fluid, and engine oil leaks.
Oil leaks at the sump plate are common. One of the cars had a Precision Matters sump plate. This plate is made of machined aluminum and was specifically designed to address this problem.
- Finding: Fuel line dangling too low.
This should be fixed because it could get damaged if it is hit by road debris.
- Finding: Both rear wheels of one car were not rotating freely.
The disc brakes were binding. The calipers most likely need to be replaced.
If you have disc brakes, visually check the pad thickness. If you have rubber brake lines, upgrade them.
- Finding: More than one car had leaking axle boots. One car had solid boots that were leaking and another had a split boot that was leaking.
Leaking axle boots are common and need attention since you are losing transmission fluid.
- Finding: More than one car had tires older than seven years.
Keep track of the age of your tires and replace them when they get older than seven years. Learn how to read the date code in order to easily check the age. Your spare tire should also not be older than seven years; keep it properly inflated. Check torque on lug nuts.
- Finding: Wheel bearings, king and link pins were checked for looseness. No cars had problems in this area.
You can check your wheel bearings and king and link pins as follows: Grip the front tire at 9 o'clock and 3 o'clock and push/pull. Grip the tire at 12 o'clock and 6 o'clock and push/pull. If there is play along both axes, you most likely have a loose wheel bearing. If there is play at 12 and 6 but no play at 9 and 3, you most likely have loose king or link pins.
- Finding: Missing steering damper. Be sure not to use a VW damper as a replacement – its range of motion is not the same. You will notice an improvement in steering feel when you replace the damper.
Grease your front-end components at the recommended intervals. If grease fittings are leaking grease, they probably have been greased recently.
Inspect for rust.

Engine

- Finding: Possible oil leak coming from the oil cooler.
Check for oil and fuel leaks in your engine compartment. Deal with oil leaks; it is rare but possible for an oil leak to cause a fire. Carry a fire extinguisher – the bigger the better.
Check your engine oil level. Keep it at the upper mark on your dipstick.
- Finding: Many cars had something wrong with their generator fan belt. Problems included cracked belt, loose belt, poor quality replacement brand (Optibelt), crankshaft pulley and generator pulley misaligned relative to each other (front-to-back).
Inspect your belt for deterioration and proper tension. Bending the belt (when it is out of the car) will sometimes reveal cracks that are not obvious.
Check behind your fan shroud for debris.

Trunk

- Finding: Battery not tied down.
Make sure your battery is clamped in place. A loose battery can become a projectile or result in an electrical short.
- Finding: Loose cap on brake fluid reservoir.
Keep it tight to minimize moisture absorption into the brake fluid.
Keep a spare generator fan belt in your tool kit.

Electrical

- Spin fuses in place to clean the contacts.
- Check that your brake lights work.
- Make sure your battery is good.

One of our members' cars actually had to be jump started after the session was over. Joe recommends carrying a battery jump starter. New ones are compact and powerful. They are only available for 12-volt cars but Joe said they would work fine on a 6-volt car, and a quick jolt from one would not damage a 6-volt battery or electrical system. They can be used to power a compressor or some actually have a built-in air compressor. They usually also have a USB jack to charge your phone.

Conclusion

We were fortunate to have a sample of cars that ranged from well-maintained to "needs work" providing many learning opportunities. The session lasted two hours and was packed with information. The format with running commentary was an ideal teaching method and provided a lot of flexibility for member participation. We thank Joe and Kirk for putting on a great session!

Added bonus: Joe showed us a 911 he was working on in which he was installing many components from the same supplier that supplies Singer.



Fred Roland (left) and Joe

A Cautionary Tale

By Steve Stiles

This is the story about a catastrophic engine failure on a 1961 B coupe which occurred during North Meets South last May. The car was originally owned by King Williams in Los Angeles and sold to Paul Berringer in 1963. Paul moved to Placerville upon retirement and became a regular at the Sacramento breakfasts, I'm told. Shortly before he died, he awoke from a coma and in a "moment of clarity" sold the car to Steve Vorous and his wife Suzanne Hill. (Jim Hardie can tell you more about the "moment of clarity") Many of the Sacramento area 356 members worked on the car as a gift to Steve before he died of cancer. I married Suzanne a few years later in 2007 and that is how I became the owner and mechanic on this vehicle. When I started driving it, although looking like new, by that time it was not a really great car mechanically. At that time, I did not know how great it should have run. It took years and lots of help from other 356CAR mechanics to finally make it into a fine driving machine.

Suzanne and I were not active 356CAR members for most of those years while we lived in the Sacramento area. Only after I retired and we moved to the Monterey peninsula did we become more active in the club. We started joining in on breakfasts, cruises, and events. We showed the car at numerous events during car week each year in Monterey. One of the events I entered was the Little Car Show in Pacific Grove and I was parked facing uphill on Lighthouse Avenue during the show. I was not in the habit of shutting off the fuel when I parked. Big Mistake!! At the end of the show when I went to start the car. I turned the ignition key and heard the sound of the starter motor for just a second then nothing. When I tried it again, I only heard the sound of the starter solenoid. I opened the rear engine lid and saw nothing wrong and everything else seemed to work. Along came a mechanic, that Hagerty sends out to different car shows to help out with breakdowns. (You should see these guys at work on the morning of the "Cruise de Elegance" as the old cars try to make it up the hill to the highway 1 gate at Pebble Beach.) Anyway, he guessed I might have a hydraulic lock and he was correct! If you are not aware, a hydraulic lock is when a cylinder fills with fuel while not running. The engine cannot compress this liquid and won't turn over. He asked if I had a spark plug wrench, which I did in my



original 356 tool kit, and one by one he removed all 4 spark plugs. He then had me turn the engine over and out gushed fuel from the number 4 cylinder. He warned me that I might have bent the number 4 connecting rod, but we could give it a try. Boy, was I relieved when it turned over and started after reinstalling the spark plugs, and the car seemed to run like normal.

About 5 years later, after having the most fun in the car ever, during a "spirited drive" through the hills northwest of San Luis Obispo last May during North Meets South, I joined the group cruising on up to

Ragged Point for lunch and then headed back south towards San Luis Obispo along Highway 1 in the afternoon. I was just cruising along at about 50 and not asking much from the engine. Just north of Cayucos, crossing a short bridge upon getting to the south end and hitting the bump where the pavement changes, I heard a loud bang and the engine suddenly died—and I mean died! I rolled to the side of the road and made the fateful walk to the back and opened the rear engine lid. There was oil everywhere and when I shone my I phone flashlight down I discovered a significant hole in the top of the case.



A picture of the top of the case showing a broken rod from piston #4...

A member of the 356 Club of Southern California driving by saw me by the side of the road and stopped. After seeing the new hole in the top of the engine case he offered me a ride. Upon arrival back at the hotel. I asked David Erickson, who was finishing up a talk on carburetors, and who had an empty trailer hooked to his Ford Transit out front in the parking lot, to help get my car off the side of Highway 1 before some good-hearted person (?) decided to do exactly that and relieve me of my problem. Dave not only got my car back to San Luis Obispo, but on Sunday after the event, but also allowed me to drive his van and trailer with my car onboard, along with his lovely wife Sue, back north to the Monterey area, while he drove his 356A Convertible D.

Saturday was the concours and being without a car, I joined in and helped get the still running cars parked. My story had circulated the previous evening and many other 356 owners came forward with offers to help me get a working motor back into the car. I ended up taking Jim Lauer up on his offer of a new engine. He had built a motor from a 1960 B a number of years earlier and it was sitting in his shop having never been run, but ready to go. We came to an agreement on price and I drove up to Newcastle a few weeks later to bring the "new to me" B motor home. Jim had put 1720 pistons and cylinders on it and I looked forward to a more powerful engine. Two weeks later with the assistance of Steve Douglas and a few others we had the old engine out and the new engine installed and running great. The following Saturday after our Monterey Breakfast a number of the club adjourned to our front courtyard where the deceased motor sat. We disassembled it piece by piece and eventually got the case open. Sure enough, it was the # 4 connecting rod that had broken clean in half and done lots of damage inside the case. The abused connecting rod from the Little Car Show had come back to haunt me after all those years.

So, lesson #1 to be shared-

When you park uphill always, always shut off the fuel using the lever under the dash. Probably a good idea to get into the habit of *always* doing that.

And lesson # 2-

If you are going to destroy your motor do it when many of your fellow 356 enthusiasts are nearby.



Breakfast and Tech Session in Mountain View

By Barney Speckman

Yes, in February, 356CAR held its monthly breakfast on the 15th, the third Saturday of the month as it routinely does but this time breakfast was followed by a tech session in the same area where breakfast was served. This was an experiment to see how well mixing a tech session with breakfast would be received by our members.

The tech session on "all things related to lubricating oil in your 356" was conducted by Steve Douglas. Steve brought most of a 356 engine, in pieces of course, that he used to educate the group about the lubricating oil system in our cars. One of the purposes of the tech session was to show all of the small orifices that the oil needs to flow through in our engines. Keeping the oil clean is vital to keeping a 356 engine running since oil is both a lubricant and coolant. He walked us through the path that oil takes in the engine from the sump to the oil pump through the engine and back to the sump.

Steve passed around several engine parts to the group to demonstrate the many intricate paths oil takes to keep our engines lubricated and cool including pointing out the small holes in our push rods that allow oil to pass through them. Dr Porsche would have been proud to witness a person with so much knowledge of his engine design.

About oil, Steve stated it was important to us oil that has enough ZDDP additives, (zinc and phosphorus mostly), since these components are important in preventing wear in our older engines. The levels have been reduced in modern oils because they harm the catalytic converters. Steve said it has been recommended that oils with levels of ZDDP between 1000 and 1400 ppm be used in our cars and that mixing additives with oils is not advised. He indicated that the following oils should have the needed ZDDP levels - Valvoline VR-1 Racing Oil 20/50 (in both standard and synthetic), Mobil 1 15/50, Castrol GTX Classic 20/50, Lucas Hot Rod/Classic, and Porsche Classic oil, Brad Penn/Penn Grade, Kendal, Joe Gibbs, and Redline.

Based upon the feedback from the attendees, mixing tech sessions with breakfast was an initial success which we now plan to do more of this year.

The purpose of the tech session was to show all of the small orifices that the oil needs to flow through. Keeping the oil clean is vital for keeping a 356 engine running. Oil is both a lubricant and coolant. Looking at the close ups of the oil filter system, there are 4 small holes that can easily be blocked from dirt, pits of gaskets, and the worst thing is RTV sealant. The valve train also has 4 small holes for lubricating and cooling the rocker arms



Oil filter distribution block and filter line



Close up of the parts showing small holes



Oil filter outlet with small hole in outlet pipe



A lifter with a small hole that feeds thru the top into the hollow pushrod



The valve adjuster screw has a small hole in the side which feeds the rocker arm

Check your “Coat-hanger”

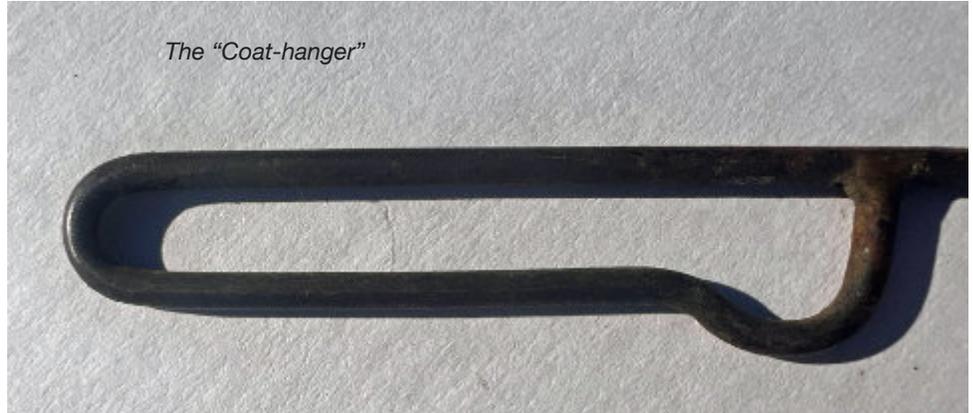
By Steve Douglas

Have you checked you “coat-hanger” and your “reverse lever” lately? You’re might be saying “What are you talking about?”

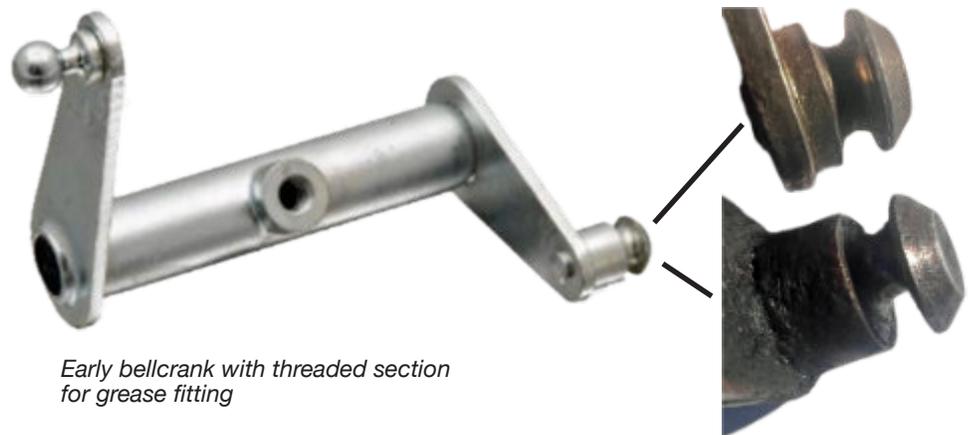
On the side of the transaxle there is a thing that some call a “bell crank” or what Porsche calls a “reverse lever”. It’s part of the throttle linkage, and has two arms, one attaches to the rod from the accelerator pedal with a ball joint. The other arm has slotted joint that attaches to the “coat hanger” aka the pull rod.

The early bell cranks have a grease fitting and no bushings and later ones had fiber bushings, but no grease fitting. There are actually 4 different bell cranks found throughout the 356 production years.

The Coat Hanger/Pull Rod has a loop in the lower end that fits into the grooved part of the bell crank. This point has a tendency to wear out. It may take a long time before it wears through, but when it does your accelerator no longer works. The coat hangers are cheap - about \$30 from Stoddard but there are 3 different lengths. Whenever the lubrication and oil changes are done, a quick inspection and lubrication of the bell crank, the ball joints and the pull rod may be a preventative maintenance that will make the throttle easier to operate.



The “Coat-hanger”



Early bellcrank with threaded section for grease fitting

Examples of new (top) and worn ends of bellcrank that engage the coat-hanger

Editor’s Note:

Another option for a worn “coat-hanger” is now available from one of our trusted advertisers. Precision Matters has introduced the “FIX”; a repair for worn ‘coat-hangers’, (throttle linkage rods) with more than 4 times the wear resistance compared to a stock replacement part and far less expensive to boot.

Bolt-on, hardware included. That worn-out ‘coat-hanger’ will turn out to be the last one you’ll ever need and likely the last one your car will ever need. \$38.50 + tax/shipping.

Information is available here: <https://www.precisionmatters.biz/the-fix.php>



The “FIX” from Precision Matters



Picture of the Precision Matters product installed on a cut, worn coathanger rod

How Old Are Your Tires?

By Bob Cannon

Because our cars are no longer “daily drivers” (at least for most of us.) our tires will reach the end of their useful life long before the treads wear out. Like any rubber product, tires degrade with age. Regardless of tread depth, old tires can develop cracks and fissures that can lead to tread separation and loss of car control. Unfortunately, there's no hard-and-fast rule and no federally mandated safety guidance on when a tire should be “retired”.

Carmakers, tire makers and rubber manufacturers all differ in their opinions about the lifespan of a tire. The National Highway Traffic Safety Administration (NHTSA) has **no** specific guidelines on tire aging and defers to the recommendations of carmakers and tire manufacturers.

Many automakers, including Ford, Nissan and Mercedes-Benz, tell owners to replace tires **six years** after their production date regardless of tread life. Tire manufacturers such as Continental and Michelin advise customers to replace no later than the **10 years** and *encourage annual inspections after the fifth year.*

There are many variables that determine tire aging, such as heat, storage, underinflation and typical driving conditions:

Heat: NHTSA research found that tires age more quickly in warmer climates. The NHTSA also found that environmental conditions, such as exposure to sunlight and coastal climates, can accelerate the aging process. People who live in coastal states and other areas with warm weather should bear this in mind when considering tire replacement.

Storage: This applies to spare tires and tires that are sitting in a garage or shop. A tire that has not been mounted and is just sitting in a tire shop or your garage will age more slowly than one that has been put into service on a car. But it ages nonetheless.

Spares: They usually don't see the light of day, but they still degrade with time. If a tire has been inflated and mounted on a wheel, it is considered to be “in service” even if it's never been used.

Conditions of use: Has the tire been properly inflated? Underinflation causes more tire wear. Has it hit the curb too many times? Has it ever been repaired for a puncture? Tires on a car only driven on the weekends will age differently from those on a car that's driven daily on the highway. All are factors that contribute to the pace with which a tire ages.

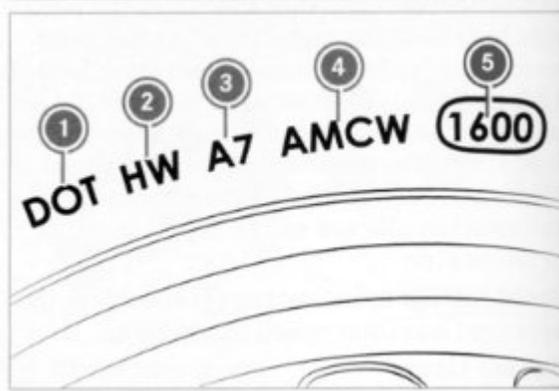
Adapted from: Edmonds.com

Please visit the above link for a more detailed discussion on “old” tires.

How To Read Date Codes On Your Tires

Tires made after 2000 have a four-digit DOT code on the sidewall. The first two numbers represent the week in which the tire was made. The second two represent the year.

DOT, Tire Identification Number (TIN)



Keys to information-

- 1) Department of Transportation certification
- 2) Manufacturer Identification code
- 3) Tire size
- 4) Tire Type Code

5) 4 Digit Tire Date Code

The first and second numbers are the week of manufacture.

The third and fourth numbers are the year of manufacture.

In the above example: **16** = 16th week of the year

00 = the year 2000 (*Don't use these tires!!!*)

An advertisement for Anthony's Classic Auto Werks. At the top is a checkered flag and the text "Anthony's Classic Auto Werks". Below that is the text "Expert Service" and "Specializing in Classic Porsche and Volkswagen service, repair and more!". At the bottom is a red classic car and the phone number "(530) 887-0800" and address "165 Borland Ave Auburn, CA 95603".

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356 California Alta Region NEWSLETTER ADVERTISING

2025

For more than 40 years, 356CAR has been established in Northern California as a catalyst of all things related to the 356 series Porsche. We have over 400 members and co-members who have an intense interest in maintaining, restoring and enjoying their cars. We currently publish a 20–24 page newsletter that is circulated in electronic (PDF) and printed formats all over the world and covers relevant information on local and regional events, technical issues and products relevant to the 356 audience. Advertisers in 356CAR reach a highly motivated, mature audience who appreciate quality products and services related to their 356 Porsches. In addition to the actual ad in our newsletter, advertisers receive a link on the home page of 356CAR.org to your website or place of business as well as both printed and electronic versions of our newsletters. Advertising rates are for 1 year. (4 issues of the newsletter and 12 months of your link on the 356CAR.org website and in monthly email communications)

Advertising Schedule

Issue	Material Due	Issue Published
#1	March 1st	March 31
#2	June 1st	June 30
#3	September 1st	September 30
#4	December 1st	December 31

Advertising Size Requirements and Rates

Business Card	3.5" W x 2.0" H	\$60/YR
1/4 Page – "Portrait" Only	4" W x 5.25" H	\$100/YR
1/4 Page – Back Page Color	4" W x 5.25" H in Full Color on Outside Back Page	\$120/YR
Half Page – "Landscape"	8" W x 5.25" H	\$160/YR
Full Page – Portrait	8" W x 10.5" H (9" W x 11.5" H for full bleed; includes .25 inch bleed)	\$280/YR

Advertising Copy Specifications and Payment Options

- Newsletter trim size: 8.5" x 11". The electronic version is full color; the printed version is B&W with color outside covers.
- Formats accepted: .jpeg, .psd, .ai, .pdf, .png
- Digital resolution: at least **300 DPI** for .jpeg and .psd files.
- Business cards may be submitted directly and will be scanned for publication.
- PDF files must be high-resolution.
- Bleeds are no extra charge on full page ads.

- Credit cards/PayPal or checks are accepted as payment.

(Credit cards processed through PayPal: 356car@gmail.com We prefer to issue an invoice via PayPal for online payments)

We reserve the right to limit and otherwise restrict advertising according to space available and suitability for our membership



All advertising-related questions and materials to:

Mike Terzich – 356CAR Advertising Manager
m.terzich@yahoo.com
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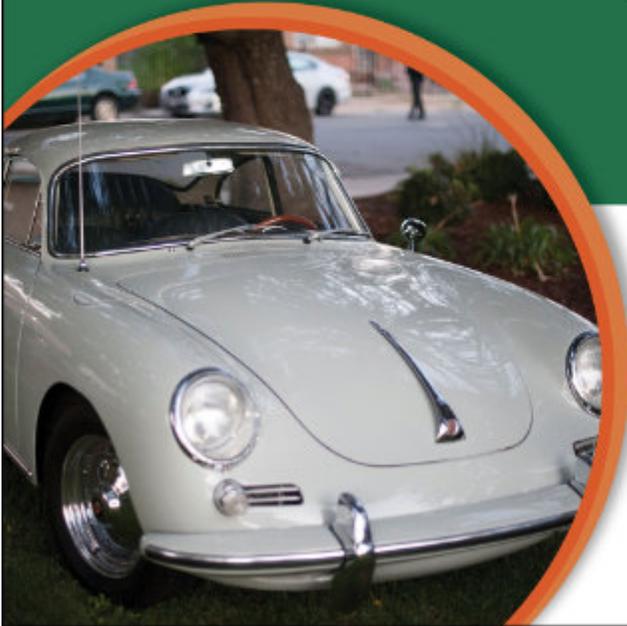
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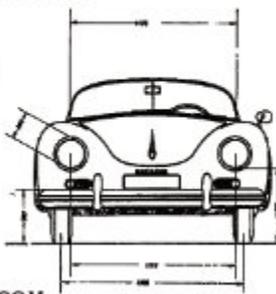
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356CAR Name Badges



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 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	
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address		
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phone (day)		
phone (cell)		
email		
co-member's email (if they would like to receive 356CAR emails)		

preferred meeting location

- Sacramento
 Bay Area
 Monterey
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membership

- new
 renewal

Membership Dues

Dues renew every July 1st

	Online Newsletter	Hardcopy Newsletter
1 year:	<input type="checkbox"/> \$15	<input type="checkbox"/> \$30
2 years:	<input type="checkbox"/> \$30	<input type="checkbox"/> \$60
3 years:	<input type="checkbox"/> \$45	<input type="checkbox"/> \$90

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

356 CAR
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 Sacramento, CA 95821

356CAR

California Alta Region

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

