

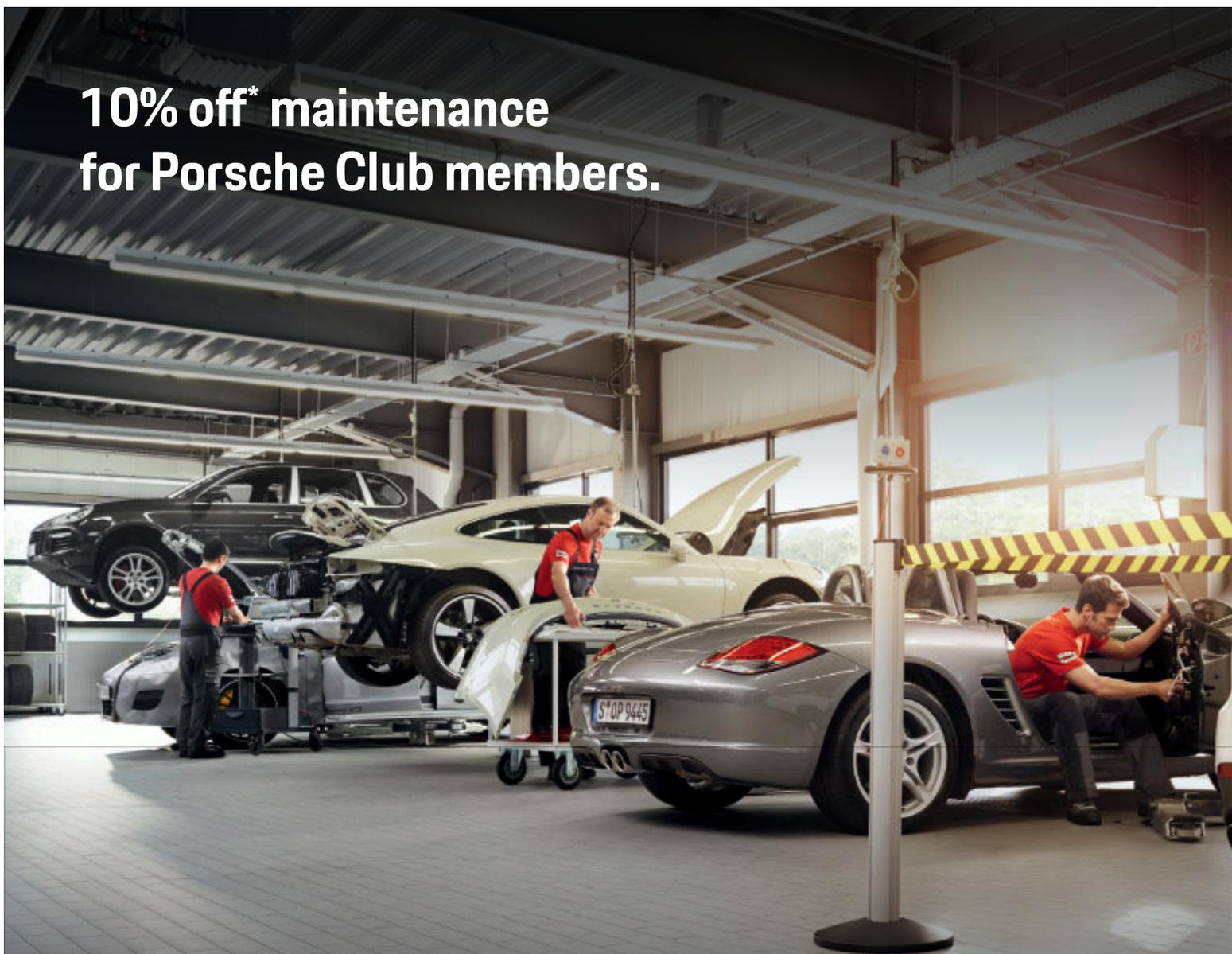
# 356CAR

California Alta Region

2025 Issue 2



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## A Call for Member Recognition Award Nominations.

I talked about our Member Recognition program in our last newsletter and there is still time to send me your nominations. If you think someone should receive recognition for their contribution(s) to our club, go to our website ([www.356car.org/membership.html](http://www.356car.org/membership.html)) and fill out the online Membership Recognition Form. It is sent directly to me when you hit the "submit" button. The form can be found under the Membership tab and only takes a few minutes to fill out. This is our opportunity to say "thank you" to those club members who put on events for all of us to enjoy or help others in our club keep their 356's on the road. All Recognition Forms are due to me no later than July 26th.

Member Recognition Awards will be given out at our biennial Gathering of the Faithful which will be on Sunday, October 26<sup>th</sup> at the Wine and Roses Event Center in Lodi.

## 356CAR Members Take Home Concours Awards

Sacramento Valley PCA had their annual Zone Concours on Sunday, June 8<sup>th</sup> and twelve 356CAR members displayed their cars. New this year was an Outlaw class featuring fourteen cars including five 356's two 914's and seven 911's. The display was a favorite among the several hundred people that came out to see the event and the organizers plan to have more Outlaws next year and separate the 356's into their own class. 356CAR members displaying their Outlaws this year were Bob Murray (1956 Sunroof Coupe), Joel Jensen (1963 Coupe), Judy and Ken Dwelle (1961 Coupe) and Bruce Ungari (1956 Sunroof Coupe and 1959 Coupe) Joel Jensen with his 1963 Coupe received two special awards: the Hagerty Choice and "Porschettes" Choice awards.

356CAR members receiving Concours Awards were:

Name	Place	Class	Car	Points
Eric Decetis	1 <sup>st</sup>	Street	1961 B Roadster	139.6
Jim Lauer	2 <sup>nd</sup>	Street	1965 C Coupe	139.4
Louie Vengco	3 <sup>rd</sup>	Street	1964 C Coupe	139.1
Jack Banville	1 <sup>st</sup>	Touring	1963 B Coupe	235
Joe Schumacher	2 <sup>nd</sup>	Touring	1964 C Coupe	234.8
Jim Havey	3 <sup>rd</sup>	Touring	1961 B Coupe	234.3
Terry Taylor	4 <sup>th</sup>	Touring	1963 B Coupe	234.0

## Ironstone Concours to Feature 356's in Two Classes

If you haven't been to the Ironstone Concours, you need to put it on your list of things to do. For one, it is in the quaint and historic former gold mining town of Murphys where the main street has over 20 interesting shops to visit and many nearby attractions. The Concours is held on the grounds of the Ironstone Vineyards which in itself is a destination to see with their beautiful facility and expansive manicured lawns and amphitheater. All proceeds from the event go to help support the Future Farmers of America and 4-H Youth Activities. Since the Concours inception in 1993, it has generated more than \$1,000,000 in support for these programs.

What makes the Ironstone Concours unique is its judging. The judging guidelines hearken back to the European Concours d' Elegances of the 30's where the environment was relaxed, the event was social and judges looked at the beauty of the cars and how well they were presented on the field.

This year's Concours will be held on Saturday, September 27<sup>th</sup> and features both a 356 Porsche class and a first for the Ironstone Concours – a 356 Outlaw class. If you rather not have your car judged, you can enter the Concours as a "Display Only" and have your car on display with all the other 356s. Everyone who enters their car for the Ironstone Concours is a winner not only because you're helping support two great charities but also you're preserving the history of our cars and allowing thousands of spectators to share our passion. I hope to see you there this September. Check out all the Ironstone Concours events and activities at [www.ironstoneconcours.com](http://www.ironstoneconcours.com).

As always...be careful driving out there and I'll see you on the road.

Kim

## On the Cover:

Robert Bosworth's 65 Cabriolet in front of a building about ready to collapse during a recent Club drive to Locke, California

Photo by Bob Cannon

# 356CAR Membership Update for June

Dana McDaniel, Membership Chair

It's been a little quiet with new members, but we still have these to welcome.

Here are our 3 new members and 1 co-member:

Member	Co-Member	Location
William Crowell		Diamond Springs
Joshua Rado	Lane	Sacramento
John Fulton		Pleasant Hill

We're now up to 311 members and 220 co-members.

**July is renewal month for 356CAR members with memberships due to expire in 2025.** Your year of expiration is noted in the July email blast sent to you and on your mailing label for those getting printed copies of the newsletter. It's easy to renew online at [www.356car.org](http://www.356car.org). Just click on the membership tab to go to the online membership form. As always, thanks for supporting 356CAR!

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

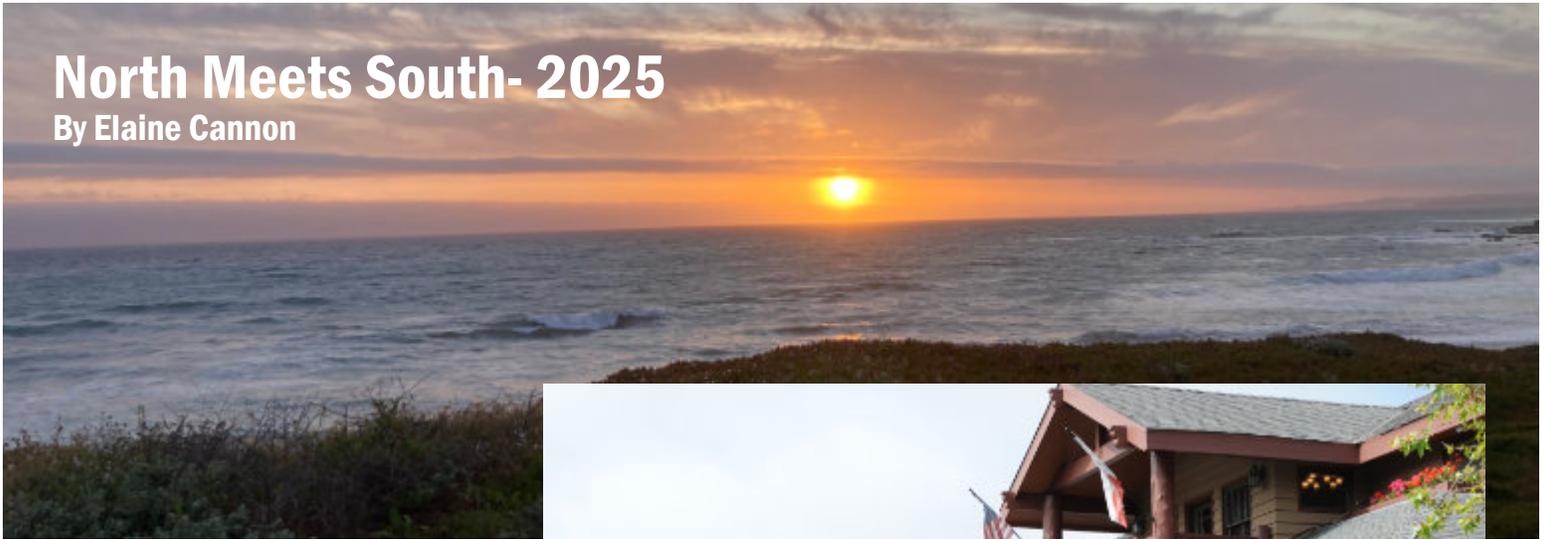
356CAR is hosting the **Gathering of the Faithful** celebration for members and guests in Lodi this coming October! We have chosen the beautiful Wine and Roses facility for this year's event. Plan to visit this vibrant wine region in our backyard and celebrate with us on Sunday, October 26<sup>th</sup>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

**Registration will open and additional details will be available at the end of July!**

In the meantime, consider spending the weekend of the event in the area to fully appreciate all it has to offer- check out this resource for some ideas and suggestions:  
[www.lodiwine.com](http://www.lodiwine.com)

# North Meets South- 2025

By Elaine Cannon



**T**he 2025 North Meets South was put on by the Southern California 356 Club in Cambria at the Cambria Pines Lodge. It is a beautiful site with flowers blooming everywhere. The weather was a bit chilly and windy but some of us enjoyed a drive to Moonstone Beach with a pretty sunset and a lunch at Ragged Point. On the way back we made the obligatory stop to see the elephant seals near Hearst Castle.

The NMS agenda included a welcome cocktail party on Thursday, drives on Friday, and the People's Choice concours on Saturday. That night was an awards banquet and then on Sunday morning a swap meet.

Thank you to the Southern California 356 Club team that put on a very enjoyable event.

## Concours Winners

**Pre A** Don & Julie Greenman

**"A"**  
1st Gary & Mary Thies  
2nd Mark & Lynette Sikand  
3rd David & Mary Martin

**"B"**  
1st Ted Livingston  
2nd Michael and Carol Gabbard  
3rd Ron & Pam Shearer

**"C"**  
1st Bob & Elaine Cannon  
2nd Richard Rivoir & Kathy Shortly  
3rd Carl & JoAnne Swirsding

**Convertible D / Roadster**  
1st Brad and Mindy Barrett  
2nd Norman & Allison Kline

**Speedster**  
1st Steve Raucher & Janet Hebert  
2nd Dell and Linda Sessions

**Outlaw** Ron & Charlene Stansbury

**Best of Show** Mark & Lynette Sikand



Arrival Day



The Awards Dinner at the Cambria Pines Lodge



Don and Julie Greenman's beautiful 52 Coupe



A "sea" of seals north of Hearst Castle

# Delta Drive To “Al The Wop’s”

By Jack Banville

**O**n June 4th nearly 30 of our members gathered in Freeport to talk about 356s and prepare for a morning drive along the Sacramento River. Destination? A legendary “dive bar” and restaurant Al’s Place or Al the Wop’s in the historic town of Locke. The building was constructed in 1915 by Lee Bing as a Chinese restaurant. In 1934 Al Adams purchased the building and ran it until his death in 1961. Al had surprises for patrons – ties were cut off because they were too dressy, paper money was thrown onto the ceiling and he stirred ladies’ drinks with his fingers. (This info is from the Locke Foundation website.)

The event was conceived by member Steve Douglas who met the owner, Chris Menke, in Big Sur. Chris is a fellow 356 owner and extended an invitation to our club. Due to the location most of the attendees were from the Sacramento area although several Bay Area club members joined us at the restaurant.

The group left Freeport around 10:45 in very pleasant weather and enjoyed a half-hour traffic free drive to Locke. Most of the group parked in a tree covered grass field which was made available to us for the event. Some of the Bay Area members parked on the Main Street among the badly sagging wooden buildings, braced in an effort to keep them from collapsing into the street. Locke is the only remaining Chinese town in the country.

The staff at the restaurant was able to keep the delicious menu items coming at a good pace, everyone seemed happy and conversation flowed easily for the 90 minutes we were there. The crowd broke up around 1:30 and everyone was back on the road home after a very enjoyable weekday event along the river.



## A Short History of Locke

*Adapted from a plaque in the town of Locke. Researched by Martha Esch*

For hundreds of years the Sacramento Delta was a swamp, nearly the size of Rhode Island inhabited by Native Americans. In 1852, George W. Locke at age 22 was lured by the Gold Rush to California from New Hampshire and became a successful Sacramento pioneer merchant. He purchased numerous properties including three large Delta swampland parcels with his business partner, Samuel P. Lavenson.

The original settlement of "Lockeport" that evolved in the early 1900's housed railroad, cannery and shipping wharf workers. The Locke Boarding House was said to have been constructed as early as 1910, while the Levee Road buildings were built in 1912 and 1913. Most of Locke's buildings and houses still standing were built between 1916 and 1926. Newspapers and Census records mention Locke and Lockeport over the years with a diverse population of residents; including Americans, Europeans, Portuguese, Chinese and Japanese immigrants. All of Locke's residents provided patronage and contributed to a lively atmosphere for Locke's restaurants, gambling houses, opium dens, brothels and saloons.

Today's approximate population of Locke includes 40 in town and 90 in the immediate area. Locke's leaning buildings, narrow Main Street and natural setting attract tourists from around the world.



# “Meet In The Middle” Picnic

By Tony Van

**O**n May 31, a group of 356s descended upon the beautiful Estate Ranch of the Di Napoli Family for a relaxing picnic. However, the day didn't start as smoothly as planned. One car from the Monterey group had brake issues which was easily resolved by the many weekend mechanics on hand.

It was not long until the group was back on the road again. Once at the Ranch, the Monterey group was joined by the Santa Cruz/Aptos and the San Jose gang. It was a sunny and warm day on the Ranch hilltop with a breathtaking view of the Watsonville countryside. This was a bring your own lunch and lawn chair event. As always, it was very generous of Rick Di Napoli to open his home for the group to tour or to just relax on the lawn and enjoy lunch. There was plenty of time to kick tires and talk 356s. Thank you to Steve Douglas for organizing the event!



# Sacramento Breakfast Meetings

## April Breakfast

The Sacramento area members drove to Grass Valley for our April meeting at Tom and Kristi Besemer's home. The meeting was well attended and we even got to show off our golfing skills on their nine-hole course.



## May Breakfast

In May we drove to Gayle and Joe Hensler's home. We had a wonderful breakfast thanks to Gayle's baking skills and enjoyed seeing their car collection.



## June Breakfast / Brunch

356CAR members were treated to a lunch meeting in Penn Valley at Fred and Annette Huberty's home overlooking Lake Wildwood. It was a beautiful day for a drive.



# April Half Moon Bay Breakfast

By Barney Speckman

The April Bay Area Breakfast was held in beautiful Half Moon Bay at the home of Larkin and John Evans. This is the third time that they have hosted breakfast and once again it was a memorable get together. About 40 folks took the early drive to the Evan's home and were treated with beautiful vistas and a wonderful assortment of delicious breakfast dishes starting with coffee and tea. The breakfast dishes included four delicious hot casseroles plus fresh fruit. Those who wanted to explore Half Moon Bay on their own were able to travel the short distance from Larkin and John's house to downtown with its many shops and restaurants.

Thanks to Larkin and John for hosting another fantastic breakfast get together!



# The Pebble Beach Races Revisited

By Steve Douglas

**N**ovember 5th 1950 was the first European Style Road Race held at Pebble Beach. The course used the existing roads that ran through the Del Monte Forest. Phil Hill won the race in his XK120 Jaguar, in his 1963 interview he recalled the course.

“From the start-finish straight, we drove through the trees on Portola Road to the first corner, a tight right that leads onto Sombria Lane. The roads were pretty narrow and not very well defined,” explains Hill. “Once you were off the asphalt you were onto dirt and then into the trees. It was a pretty dangerous place, with the crowds just held back with snow fencing.” For the first year a 1.8-mile circuit was used, which was then lengthened to 2.1 miles. They would continue for 7 years until in 1957 when the races were moved to “Laguna Seca” after the fatal wreck of Ernie McAfee.

From Sombria Lane, you have a short straight to another right-handed corner, again with an escape road dead ahead, after which you take Drake Road. Hill continued “There was no safety net on this part of the circuit, come off along here and you had to hope that the car would spin to a stop before the trees. The last part of it is uphill with crests and kinks”; “to have driven a sports-car with a power-to-brakes ratio well on the side of terrifying required a great deal of confidence.”

I wondered if there was going to be any kind of event commemorating the 75th anniversary of the 1950 race. There wasn't any mention anywhere. So, I decided for a drive after the monthly 356 Monterey Breakfast, we as group could revisit the old course. I put an email out and one of our 356 members, Walt Prowell emailed me and asked if we would like to have a guest speaker? Yes, Walt arranged to have Neal Hotelling, local Carmel historian and author, speak about the races from 1950-1956. He reasoned why there was no 75th anniversary celebration because the 1950 races were also part of the 1st Pebble Beach Concours. The concours has been held every year since, except for 1960, making 2026 the 75th anniversary of the concours, the races have been forgotten.

Steve Stiles (by the way we have 6 Steves in the breakfast group) who lives in Pebble Beach arranged for gate entry, and alerted the security to what we had planned. That morning's breakfast at Black Bear Diner had our biggest turn out ever, 38. After breakfast three groups started out for PB, no traffic and smooth gate entry, everything went perfect. We gathered in huge lot where the Concours Village is set up during Car Week. It is very close to the old Start / Finish. We



lined up on Portola Rd, ready to drive the course, Steve Stiles led the 23 cars on two laps on the roads that were mostly of the longer course. The dirt section of the first year is gated off, and top of the hill hairpin is no longer there, a newer road, Bristol Curve was added and much safer for residential access.

*PS: if you want to see a wonderful documentary on the races, search for the 1:15 video done in 2018 on YouTube. “Racing Through the Forest”, there are also several short trailers. Neil Hotelling’s website is <https://www.nealhotelling.com>. There are several detailed maps of the old race courses, many period photos, race program covers and old magazine coverage articles that might be of interest.*



After the two laps over the course, we parked our cars.

The always excitable Tony Van (another PB resident) then talked several into driving on the 17 Mile Drive to Bird Rock for a photo session.....



# Who You Gonna Call??

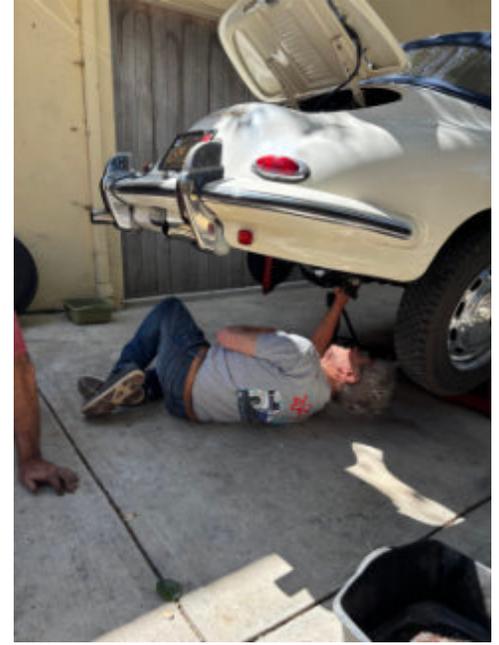
By Tony Van

**W**hen there's something strange...going on in your car? Who you gonna call? Ghostbusters? No! Your Mechanic? If there is one or if he's available. Yes, your friends! As caretaker of our car, it's always best to know something about our car or a lot about it. So when a tech session is offered or when a friend needs help in fixing their car, take the opportunity to learn.

Cultivate connections at the breakfast and events, there are always several who may be willing to help you out when you need it. Don't expect to sit back and watch someone else do the work, most often advice, parts, and some tools are what should be expected. What you can get from this? Mechanical knowledge, what basic tools needed, how to set up a place to work on your car, and also the fun with friends.

Case in point, recently our friend Steve Silacci had an oil leak from the rear of his car. He was losing a good amount of oil after every drive. After further investigation, we discovered that it's the main rear seal. This task would mean you have to pull the engine out and go behind the clutch plate to get access. So Steve Silacci reached out to the club and we all pitched in to help out a friend. We set a date on June 18, 2025 at David Erickson's home to do the job. David was nice enough to set the operating room by setting up the car on jack stands and laid out all the tools necessary to do the job. Then at around 9 a.m., a team of surgeons arrived at David's home. There was the Chief Surgeon, Steve Douglas. The staff was Gary Delahanty, Ralph Hays, and me. We meticulously pulled the motor out, replaced all seals, cleaned the engine, and put it all back in with a 7 hour span. This job allowed newbies to learn from experienced caretakers and brought together camaraderie amongst car friends. Nevertheless, as caretakers of our car, it's always best to join your local club, make new friends, attend tech sessions, and learn as much about your car as possible. Because one day when your car breaks down, who you gonna call? Your friends!!!!

I just want to acknowledge Steve Douglas for organizing this tech session. David Erickson for allowing us to do the job at his home, Gary Delahanty for taking the time to help out a friend, and Ralph Hays for stopping by to also help out.



*"Chief Surgeon" Steve Douglas with Dave Erickson, Gary Delahanty and Ralph Hays hard at work on Tony's engine*

# Can A Small Oil Leak Lead To An Engine Tear Down?

By Curtis Willemsen

In the past 25 years I've had a couple 911's. I enjoy working on it when I can. The 356 has been my longtime favorite though. I finally decided to start looking for a "driver". A year or so had passed when a friend invited me to a 356CAR meeting in Sacramento. I ended up purchasing a C Sunroof Coupe from a member in November 2019. It wasn't driven much for a few years prior. It was the first 356 I had ever driven. What a blast!! After picking up the car in Sacramento, I had a 75 mile drive home to Sonora. I was hoping to get home before dark but, that wouldn't happen. The headlights continued getting dimmer and dimmer while the engine sputtered off and on until it finally quit, two blocks from home. My 356 journey started by changing brushes in the 6V generator.

The next year started with COVID 19 lockdowns. I enjoyed driving her as I often as I could. While driving I noticed the engine was getting hot while oil pressure was getting low. A compression check indicated a low cylinder. In February 2023, I decided to remove the engine. I thought I would do a head job and upgrade to a newer aluminum oil cooler. After removing the heads I decided to disassemble the lower end also. Being new to the 356 community I asked Bob Cannon what machine shop he uses. I removed, disassembled and took the engine parts to Walt Watson at Competition Engineering for the machine work. While I had the engine out I sent my transmission to Vic Skirmants for a rebuild. He called me asking if I knew the history of the car. Come to find out the second gear was a 2C, the lowest 2nd gear available. Vic indicated he used this gear as a first gear during a rolling start race. Not being familiar with the gearing of the 356, it helped me to understand why the short distance between first and second, also the long distance between second and third gear. I now have BBBC, a good combination of gears. Meanwhile, I sent my starter, generator and voltage regulator to Doug Darrah for a rebuild. I installed a "Sure Start Relay" at the starter to reroute the the majority of the starter current from the ignition switch. 356 Carburetor Rescue rebuilt the throttle bodies and distributor. I rebuilt the Zenith carburetors. Next I sent my calipers to PMB performance for a rebuild. I changed all 4 brake rotors and brake pads. I changed the front wheel bearings, all the shock absorbers, and trailing arm bushings. I also changed the fuel tank, petcock, and sending unit that was full of rust and gravel. I also installed an electric in-line fuel pump under the fuel tank mounted to the cross member. After installing the transmission with new motor mounts, I was ready for the engine. I found a good NOS muffler so I could allow the exhaust to go through the bumper guards as intended. As I became

a "gentle reader" of the Maestro Harry Pellow's book Secrets of the Inner Circle it was helpful for me to understand assembly procedures, and torque settings. I was able to find a rebuildable 6V electric tachometer so I could use Ron LaDow's PRECISION MATTERS Full Flow oil filter. I also used his compression ratio measurement tools and the Zenith float level tool. After assembling and installing the engine, I had about 3 weeks before my first North Meets south in 2024. After putting 350 miles on the newly rebuilt engine, I changed oil from breaking-in oil to normal oil. Then it was off to San Luis Obispo. We had a good time and the car ran great. While at North Meets South I purchased a set of 6V LED lights from Jules of Vintage Trader. I even put a third brake light in the grills.

In September I noticed a small oil leak at the oil distribution block behind the distributor. I tightened the fittings, then a little more to no avail. I disassembled and cleaned the copper washers, added Curil-T, put it back together and, it was still leaking. Finally, just a little tighter and, oops, **I stripped the engine case!** In the photo you can see I lost a thread or two in the engine case oil passageway. After removing and disassembling the engine

again, I had the left case welded and re-tapped. While waiting for the case repair I changed the steering coupler and sent the leaking steering box to Martin Willis at The Machine Shop for a rebuild. After engine reassembly, I replaced the copper washers with hard paper washers that came in the new gasket set. I coated them with a little Curil-T. After driving a few miles, no leaks yet. So, a small oil leak can lead to a complete engine disassembly if you're not careful.

The lesson I learned is torque values are engineered for a purpose. I don't know if the oil block has a specific torque value documented but, in my case I over torqued it by hand to the point of stripping the case threads. I should have stopped and thought of a better solution rather than just continuing to tighten just a little more. Seven months later I'm back on the road again.

Thank you to the 356CAR members that have contributed to my 356 journey. The 356 Registry Talk Forum is also a great resource for all members new and old.

In just a short time I have become one of the faithful. I'll see you on the road again soon!



A closeup of the oil passageway with stripped top threads (arrow..) due to over-tightening of the bolt going into the case



# In The Rearview Mirror

By Craig Chu

## Spring 1989 Newsletter

The club celebrated Porsche History Day in January at Anderson Behel-Porsche in Santa Clara. Paul Lang of the dealership and 356CAR member Peter Novak discussed Porsche history.

The club toured the recently opened Blackhawk Museum. They started with breakfast at Denny's on Ygnacio Valley Road in Walnut Creek, then they drove to the museum for a guided tour, then had a two-hour rally. They ended the day with lunch and an awards presentation.

Leo Droughton did a tech session on tuning your 356. He demonstrated adjusting valve clearances, dwell angle, timing, and balancing the carburetors. He used a Uni-Syn (remember those?) to balance the carburetors.

A tech session on preparing for a PCA concours event was held at Lukes & Shoreman in El Cerrito.

Steve Douglas wrote an article on companies that made 356 models and toys. Fujimi, a Japanese company, issued the Fujimi Collector series and Testors and Fujimi jointly made kits that were far easier to put together than the Fujimi Collector series but still required several hours. Schuco, a German toy maker, made windup car models that have become collectible.

Tech Tip from Steve Douglas: Steve wrote a long and very detailed article on how to disassemble and reassemble your seat recliner mechanisms for rechroming.

The 3<sup>rd</sup> Annual North Meets South was held at Morro Bay in April. The La Serena Inn was used as the headquarters. Steve Douglas and Don Marks did the planning.

## Fall 1989 Newsletter

George and Alexis Selland took over Membership/Publicity from Eric Lyden. Recent new members: Walter Dawydiak, Gary Emory and Jim Hardie.

Tech Tips: Does your oil temperature seem to be running abnormally high? Possible causes include clogged oil cooler, sticky oil pressure relief valve or foreign objects in blower inlet.

The automotive community lost Gene Babow in July. Gene was well-known among local 356 and other Porsche

owners for his knowledge, generosity, and friendship. He founded the Tamalpais Porsche Club, was a judge at various concours including Pebble Beach and Silverado, and was a feature writer or editor for Collector Car News, Excellence Magazine and 356 Registry.

Dick Cottrell, as chairman, organized the (first and maybe only) Palace of Fine Arts Concours in San Francisco. Ted Blake and Dawn Perry, owners of Dawn's Restoration in Sacramento, took first place with their cabriolet. The event was limited to Corvette, Ferrari, Porsche and specific models and years of Jaguar and Mercedes. While the event was open to all Porsches regardless of year or model, 356's won all awards (first, second and third).

## Winter 1989 Newsletter

Karl and Susan Keller organized a wine tour and barbecue at Guglielmo Winery in Morgan Hill. The group also visited an old airplane an automobile museum in San Jose.

"Preserve a Piece of History": Steve Douglas wrote an article suggesting that if you have your Certificate of Title (pink slip in California) from when you purchased your car, it would be a nice thing to pass on to the next owner when (if) you sell your car. The pink slip is signed by you and surrendered to the DMV when you sell your car. The buyer will get a new pink slip, but as of this year, the pink slip has been redesigned and will no longer be as distinctive. In order to pass on your pink slip to the new owner, go to the DMV, tell them you lost your pink slip, and get a replacement. Mark the original pink slip VOID on the back and keep it. Use the replacement to do the sales transfer and give your original to the new owner.

Steve Douglas and Don Marks of Santa Barbara pursued and won the contract to put on the Registry's 1990 West Coast Holiday. Morro Bay was chosen as the site.

Jon Geil wrote an article on how he washes his car. Thorough drying is critical. He opens the hood and checks everywhere especially under the spare and around the battery. Open the doors and mop up any water in the door jambs and on the thresholds. The last part is to dry off the engine compartment.

The Sacramento members of 356CAR had their annual Christmas party with about thirty attending. The event was organized by Jim Hardie, Ted Blake and Dawn Perry. Tom Goodwin, Mark Smedley, Jon Geil, Ray Johansen, and Nancy Withers were also there.



George and Alexis Selland, with Barney Speckman, receiving their Life Membership in 356CAR in 2012

# My Story Of Owning A Porsche 356

By Louie Vengco

I've always been a car guy - the genes in my blood run on my father's side. My grandfather worked on model Ts and Packards early in his career and owned an automobile repair shop called Universal Motor Works. I began working on cars early and rebuilt a Ford single-barrel carburetor at age 13. My father owned a 1969 Chevelle and sold it before I learned how to drive. When I was in my mid 20's I purchased and restored a 1969 GTO, the addiction started and I ended up owning three GTO's. When my second son, Alec, turned 16 and obtained his driver's license, he expressed a desire to drive a Volkswagen Beetle. While visiting my brother nearby and unfamiliar with the Porsche 356, I initially thought the car for sale was a Volkswagen Beetle. (The owner had just placed a "for sale" sign on the window.) We stopped the car and talked to the owner about it. He explained it to me that it was a Porsche 356 and I should take for a test drive. After owning muscle cars and adjusting to a lower horsepower vehicle, I found this car to be suitable for him and decided to buy it. The previous owner informed me that it came with spare parts and extra wheels with the correct date codes. Upon researching the Porsche, I discovered it was a good investment, valued at 15k according to the NADA used car guide at the time. I purchased the car for 10k. I told my son that I had decided to keep the car until he grew up and had a garage to park it before I could give it to him. I got my son a 1972 Datsun 510 instead and modified it to his liking.

My first Porsche was fun and I decided to sell my GTOs. I was amazed with the handling characteristic of this older Porsche compared to the GTOs I had owned. One day my wife wanted to drive the Porsche 356 and not being used to no power steering and the brakes, I thought we were going to hit a stop sign. Instead, she turned the car and it just took the corner like a car on rails and I was stunned and told myself that my GTO would have never made that turn. My wife and I started to restore some of the stuff that we could try to do. We both did the dashboard with leather and although it's not perfect, I like that way. We also did the headliner. The interior seat covers and carpets were purchased from Autos International and installed by Cooks Auto Upholstery in Redwood City.

One day on the way to work in Silicon Valley, I always saw these folks driving Porsche 911s and I wondered how it would feel to drive one. The search was. I found a 1985 Carrera coupe in Sacramento on Craigslist for 10k and I decided to purchase it. Learning to drive the 911 was a bit tricky so I was told by my co-workers to try a driver's education class at Thunder Hill Raceway. I went to try it and could never understand why my instructor assigned to me kept telling me "Whatever you do don't lift the throttle on the turn". Well, after getting to turn 3 on an off camber, I lifted and there goes the back end - my first lesson learned on driving a Porsche 911. Couple of years later I procured another 911 (the addiction had started) this time 964 C4 that is a little more forgiving on the corners.

I recently the joined 356CAR. This adventure began when I went to a Cars and Coffee in Folsom, CA. I drove my Porsche 356 to the show and parked my car next to a Porsche 912. After walking around for a few minutes and getting ready to leave, I met a gentleman and he asked if this was my Porsche 356. I promptly said "yes". This gentleman's name was Bruce Ungari and then another gentleman stopped by and his name was Bob Murray. We all started talking about my 356 and about Porsches in general. A few minutes later our conversation became more interesting because they

told me that they belonged a club called 356CAR and that I should join. They also told me that this club is special because "it's not just about the cars it's the people".

We went to Bruce's house, met his wife, Kathy, and then Bruce, Bob, and I went out for a quick lunch at the El Dorado Hills Saloon. We drove our 356s to the Saloon. We then realized that Bruce and I live less than a ¼ mile away from each other's homes, so we are practically neighbors. These two gentlemen made me feel so welcome I decided that afternoon to join the club. A couple of weeks went by and I again went to the Cars and Coffee. This time I met Terry Taylor, another Porsche 356 owner. I introduced myself and he told me that he was leaving for a morning meeting with the 356CAR club. I mentioned to him that I just recently joined the club and that it would be fun to join him on the drive to Sacramento Auto Museum for the club meeting. When I got to the meeting and met the members, I was so excited and well received that I felt like I belonged to this family. A new chapter in my life has begun by being a member of the 356CAR community.

*Editor's Note: Louie joined us in driving to the North Meets South in Cambria in May. The story is a reminder that introducing one's self to someone in a 356 might just bring that person into the group.*



The Author and his treasured 64 C Coupe

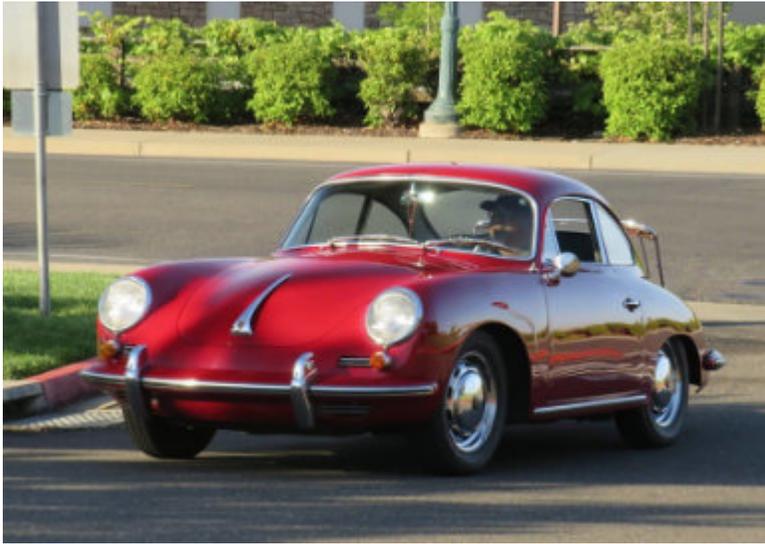


Photo at the Red Barn (Drive your 356 Day) heading to Highway 1 from Redwood City



My youngest daughter after learning how to drive a manual transmission.



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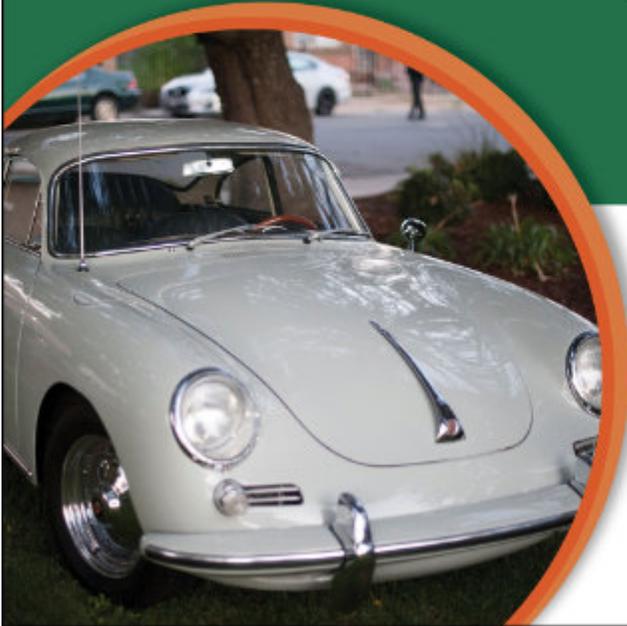
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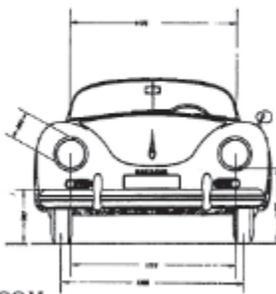
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# 356CAR Name Badges



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](http://www.LLBeanBusiness.com) and select from the online catalog.

**THEN:** call their account representative at 800.554.4071 and tell her you want to buy an item under the "356 CAR CALIFORNIA ALTA REGION" (Customer No. 7309979974/Design No. 94497). To pay for the item, you will need to provide a credit or debit card and a shipping address.

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



# 356CAR Membership Application / Renewal

first name	last name	
co-member's name		
address		
city	state	zip
phone (day)		
phone (cell)		
email		
co-member's email (if they would like to receive 356CAR emails)		

### preferred meeting location

- Sacramento
  Bay Area
  Monterey  
 North Bay

### membership

- new
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# Membership Dues

Dues renew every July 1st

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