

356CAR

California Alta Region

2025 Issue 3



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President's Message

356CAR's October 26th Gathering of the Faithful

This year's Gathering of the Faithful is being held at the beautiful Wine and Roses Resort and Spa in Lodi. For some of you, this will be a two day event with special wine tasting with other 356CAR members on Saturday and the main event on Sunday. For those of you who are new to 356CAR, our Gathering of the Faithful is always the highlight of the odd numbered years as on the even numbered years we host the North Meets South event. It is an event where we gather with 356CAR members from all over Northern California and share the spirit of all things 356 Porsche. This is also a time where your club gives back to the membership by heavily subsidizing the cost of putting the event on. Registration closes on Thursday, October 9th and the links to the online registration can be found on the Home and Calendar pages of our website (www.356CAR.org). I hope to see you there!

Christmas Tree Decorating and Potluck at Sacramento's California Auto Museum

This is an annual event for 356CAR and many other Northern California car clubs and it always happens on the Sunday after Thanksgiving. This year it will be on **Sunday, November 30th** starting at 2:00 in the afternoon with the Potluck starting around 4:00 pm. I would like to encourage our members from the Bay Area and beyond to consider joining us for this event. Last year we had a little over 60 Porsche friends join us for the afternoon and in total I believe we had about 300 people from 25 different car clubs converge on the Museum to decorate it for the Holidays. The California Auto Museum is a wonderful place to visit and our Club is a sponsoring member of the Museum. Watch for more detail on this year's event in our November email update.

Save The Dates! - 2026 North Meets South – San Luis Obispo – May 7th – May 10th

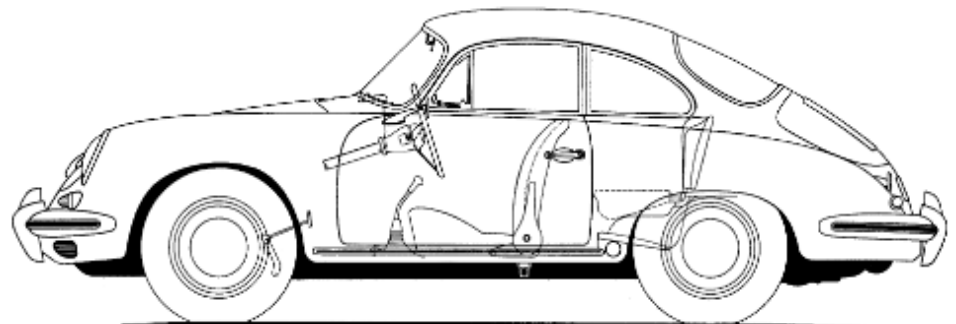
It's our turn next year to put on North Meets South and our event leaders, Jim and Tina Lauer are busy planning all the details of the 4 day event. Our host hotel will once again be the Embassy Suites with their great meeting and banquet rooms and of course their social happy hour which we have all come to enjoy! Registration will open shortly after the first of the year. If you are new to 356CAR or have just never attended a North Meets South, you don't know what you're missing. It's a tradition going back close to 40 years and it is one of the best West Coast gatherings of 356's!

Has Your 356CAR Membership Expired?

Membership in 356CAR runs from July to July of every year and when you get our monthly email events update around the first of every month, your membership expiration year is shown right at the beginning of the update. Please take a look at this month's update for your membership expiration date. You can renew online at 356car.org for a period of up to 3 years or if you like you can print an application from the website and drop it in the mail. Our Membership dues have not changed for many years and remain at \$15/year for the quarterly eNewsletter and monthly 356CAR email event updates and \$30/year if you would like to receive the quarterly printed Newsletter. Either way it's one heck of a deal!

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

Kim



On the Cover:

Jack and Jennifer Banville with their Slate Gray Coupe at Marshall State Park for this year's "Drive Your Porsche Day" to honor Ferry Porsche's birthday.

Photo by Elaine Cannon



Join Us at Wine and Roses in Lodi!

Gathering of the 356 Faithful Sunday, October 26, 2025

Plan on attending this year's gathering of the 356CAR faithful at the beautiful Wine & Roses Resort and Spa in Lodi on Sunday, October 26th, 2025. This year's get-together celebrates 42 years of 356CAR in Northern California! Come help us celebrate! We have put together a number of options for all members and guests, whether you join us just for the event on Sunday or make it a weekend affair and stay locally overnight on Saturday. As in years past, the cost of the event has been heavily subsidized by the club for those attending. This event is open to all 356CAR members in good standing and their guest as a benefit of membership.***

Stay an Overnight (or two...)

Normally, past Gathering of the Faithful events have been a one-day-only affair; this year is a bit different! Because of the location in Lodi, we are encouraging those attending to consider arriving on Saturday to experience some of the many wine-related activities, stay locally overnight if at all possible and join us the next morning at Wine & Roses. Lodi, as a well developed wine region, has many attractions for all interests, even if you don't hit the many wineries!

There are abundant reasonably priced hotels in the area near the venue at Wine & Roses. Details are provided on the registration page.

Tentative Schedule for the Event

- 10 AM- Arrive at Wine & Roses parking area. Water and Coffee served
- 11 AM- Check in for the event. Cash bar open
- 11:30 AM-12 Noon: Dining area open
- 12 Noon: Brunch Buffet with program to follow

Click on the this link to register-

[Register for
Gathering of the Faithful](#)



***356CAR Members expiring in 2025 will need to renew their memberships prior to attending this year's Gathering of the Faithful

Attending the Gathering and planning to be in Lodi on Saturday, October 25th?

Experience a Special Event at the m2 Winery!

If you are planning to come to the Lodi area on Saturday afternoon, we encourage you to enjoy a very special "**Wine Experience**" at the **m2 Winery**.



356CAR Board Member Steve Stiles and his wife Suzanne, as part owners of the **m2**, have

arranged a unique reception and "Wine Experience" just for 356 CAR members and their guests. This will be an educational session hosted by the winemaker of **m2**, including barrel tasting and small bites in a separate area of the winery! This promises not to be your ordinary wine tasting, but a real "Wine Experience". More details will be provided at a later date to those registered for this special reception. The winery will have a Petite Sirah available for purchase on site for a discounted price that will have a special *356 Gathering of the Faithful label*. Sign up for this event at the time of your registration for an additional \$10/per person.

356CAR Membership Update for September

Dana McDaniel, Membership Chair

Here are our 8 new members and 4 co-members:

Member	Co-member	Location
Michael Chamhout		Corte Madera
James Alton	Heather	Torrance
Alan Galbraith		Carmichael
William Higgins		Duluth, MN
Sergio Florencio	Jane	Walnut Creek
John Horne	Marsha	El Dorado Hills
Chris Marco		Danville
Jeff Swain	Dana	Prescott Valley, AZ

We're now up to 324 members and 233 co-members.

We currently have 57 members who expired in 2025 that have not yet renewed their membership! **July was renewal month for 356CAR members with memberships that expired 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. Just click on the membership tab to go to the online membership form. As always, thanks for supporting 356CAR!

Dana McDaniel
356CAR Membership

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356CAR Does "Drive Your Porsche Day"



Sacramento Area 356CAR members at Marshall State Park gold discovery site in Coloma gathered for this year's "Drive Your Porsche Day"



Happy Birthday to Ferry Porsche!

We celebrate his legacy by making a point to drive our 356s (or other Porsches) each year on September 21st in honor of this birthday in 1909.



Louie and Annie Vengco



Curtis and Diane Willemssen



Sacramento 356CAR gathered at Anthony's Classic Auto Werks in Auburn for coffee and donuts before heading out



Lou and Joy Fifer



Jim Lauer



Part of the Sacramento group having a picnic lunch at Marshall State Park gold discovery site in Coloma



Steve Raucher





Kathy Murray in Lincoln



Mike and Carol Gabbard



Donal and Janel Smith



Kim and Rachel Nelson



Bob and Elaine Cannon in the Sierra Foothills



Joel Jensen in Wooden Valley



The Monterey Area group went to San Juan Oaks. We started out in Monterey took a scenic drive past Elkhorn Slough and into the small town of Aromas where we were to meet up with drivers from the Santa Cruz area. We then went to a new restaurant at the San Juan Oaks golf course near San Juan Batista for brunch.



Catherine Acly and guest with her Dad's 356, now hers...



Kathy Sansone with two future Porsche drivers on the tabletop road for "Drive Your Porsche Day"



Robert Terzich driving in style in his Boxster

Bay Area “Drive Your Porsche Day” And Breakfast

By Barney Speckman

Forty 356 owners from around the Bay Area drove to the beautiful home of Margit and Fred Roland in the Los Altos Hills on Saturday, September 20 for “Drive Your Porsche Day”. The Rolands hosted a breakfast including coffee, tea, juices and a very hearty breakfast of several hot dishes including ham, lox & bagels, eggs, and an assortment of fruit & pastries. For dessert, we were served homemade brownies with a spicy kick.

This “Drive Your Porsche Day” event was one of several events sponsored by 356CAR across Northern California. The event at the Rolands was designated the DYPD event for the whole Bay Area so members from all areas attended from -South Bay, the Peninsula, San Francisco, the North Bay and the East Bay.



Fred Roland displaying his prized classic James Dean and Marilyn Monroe “Norma Jean’s Diner” poster.



Recent Sacramento Area Breakfast Meetings

In July club members met at Bob and Elaine Cannon's home. Those driving Porsches were able to park in the backyard. One highlight of this yearly event is the "clothes-line sale" where one can bring Porsche related items (clothing, bags, hats, etc.) to pass onto someone else for a donation to Gold Country Animal Rescue. Again this year, Terri Reese brought bouquets of flowers for those wanting to bring a bit of colorful beauty home with them. After a hearty breakfast, a meeting, and the sale, the group donated \$200 to the charity.



In August the members met at the Ride to Walk facility in Penryn, CA. Ride to Walk is a 501© organization which attempts to "enhance the lives of children and young adults with neurological disabilities by providing innovative therapeutic horseback riding activities that are recreational in nature and adapted to the individual's needs and abilities". This meeting was organized by Jack & Jennifer Banville. After a delicious breakfast, we were given information about the program by its director, Dr. Christine Korn. A donation of \$370 was given to the organization by the members



Jim and Linda McMahan hosted the September meeting at their home in Newcastle. We enjoyed a great breakfast and enjoyed a beautiful "Fall-ish" morning drive. After the meeting many of the 356CAR members attended a SVR-PCA Octoberfest lunch at nearby brewery.



A Tour To Bruce Canepa's

By Roy Tuason

356CAR toured Bruce Canepa's show room / museum / workshop on Saturday 19 July and it was an excellent visit! Bruce himself spent quite a bit of time with us, detailing the cars and stories, and even speeding tickets that almost were but where he was able to talk the LEOs out of (see on the map, Molera Road, Castroville CA; a road that's 3 miles long).

Fun times! We were there some 2 hours, including across the street at his new showroom (4955 Scotts Valley Dr) with even higher end cars, and we learned that a McLaren Speedtail can go for an asking price pushing near \$3M. Yikes! I guess when they build a twin turbo 4 liter V8 with an electric motor (hybrid!) that puts out over 1,050 HP, tops out at some 250 MPH, and does 0-300 KPH (186 MPH) in under 13 seconds, it'll cost a pretty penny.

It can be yours for their asking price of only \$2.85M. The California sales tax alone will cost you about a quarter million. Hey, it's only money and you can't take it with you, right? But you gotta have it first — not much of a worry for me.

According to Wikipedia the Speedtail is the 4th edition of McLaren's Ultimate Series, after the F1 released in 1992 (which was the last road-legal, series-produced sports car to win the 24 Hours of Le Mans race outright), the P1 first displayed 20 years later in 2012, and the Senna that was unveiled in 2017. Rest in Peace, Ayrton. Some here may remember that the P1 in 2012 was one of the first hybrid supercars, after the Porsche 918 concept of 2010. The P1 was released together with the F150 LaFerrari. Hybrid hyper sports cars, all.

Bruce Canepa showed us many, many cars, including his beloved Porsche 959 SC (for Sport Canepa, no less), along with the other 959s they're working on, and also the first US road-legal 959 that's currently in his shop for some work. When asked how many 959s were produced, in a heartbeat Bruce said 292 of them were built. And he's seen many of those 292 cars.

Bruce also showed us his 1959 356 A coupe, modified with a 2.5L engine and slightly flared rear fenders, and we spent a fair amount of time with that car.

There were some 25-30 of us in attendance, and many of us took pictures. Please post your pics here! I took over 300 photos and am still sorting them. I'll share mine here shortly.

Thank you to Steve Douglas and all who organized this excellent tour. And thank you to Bruce Canepa and sales director Ralph Hughes for their precious time spent with us. A good time was had by all.

Some of us finished it off with a nice lunch at Laughing Monk Brewing right there in Scotts Valley. And then we drove our 356s home through the nice mountain roads on a beautiful, sunny Northern California day.





Canepa's "Candyland"



Bruce Canepa pointing out some unique features of his 59A Coupe with a 2.5 L engine

Porsches On Main Street

By Joel Jensen

August 2nd, 2025 saw the third iteration of Porsches on Main in Pleasanton California. A rough estimate of the number of attendees would be somewhere between 250 and 350 Porsches of 356 to 9 whatever the generation 11's and other iterations of the P car brand.

It was a beautiful, sunny day with a large farmer's market on an adjacent side street. The show officially opened at 10 AM and by then the streets were teeming with the curious, the shoppers, and the Porscheophiles who had a full menu for their perusal.

After running into a pal and deciding on a lunch venue at a local pub, we eventually got there and following a good conversation and food, headed back towards our cars. At that moment we happened to pass the location where the awards were being present for the day.

There are only three awards given at this event and one of them went to a 356 Outlaw, built over many years by a gentleman who had recently passed away. His widow and soul mate had brought the car with an extensive photographic build history and desire to keep his memory alive. The Judges couldn't have chosen a more deserving 356 or owners.

The show ended at 2 PM and the streets have to be cleared. There are only two exits, one on each end of the venue and the number of paparazzi taking photos as the cars exited was amazing.

The highlight of my day was when stopped at a light on my way home, a large contractors truck pulled up and the driver yelled out, "hey dude, best car in the show " I went home with a big smile and a lot of honks and waves from other Porsche cars heading home.





By Craig Chu

Spring 1990 Newsletter

Brian Perry provided more tech tips in his column, "Quotes from the Greasy Hand". This column was about why you should shut off your fuel cock when you park your car. Three reasons: it is a good theft protection device – a stolen 356 will run out of gas in a few blocks, if you have a carburetor fire the fire will be limited because the carburetor cannot draw fuel, and if you are always in the habit of turning the valve off when you park and back on when you drive you will never accidentally leave it in the reserve position. Why would it be in the reserve position? Because you used the reserve the last time you ran low on gas and then left it in the reserve position instead of returning it to the on position. If you leave it in the reserve position and run out of gas, you will really be out of gas!

Carl Bokelund wrote a tribute to Clyde Winters. Clyde was born in Maywood, Illinois in 1936, grew up in Chicago and graduated from the University of Illinois School of Architecture. He came to California in 1960, worked as an architect, then became the first museum designer for the Oakland Museum. He established his own design firm and taught at U.C. Berkeley and the Academy of Art College.

Local 356ers remember him as the guy with the red beard and the red '59 Convertible D. He used his design skills to make numbers for friends' race cars and design logos and posters for local car clubs and events. He designed the 356CAR logo. He passed away in 1989 and will always be remembered as someone who always volunteered to help and loved to connect with people and bring them together.

Leo Droughton held his third annual tech session at his shop in Marysville. The subject was doing a brake job on your drum brakes. Leo's do's and don't's for brake jobs:

- Do use moly grease where the spring will go and on the pad's resting points on the backing plate.
- Do use moly grease on the internal and external threads of the star adjusters.
- Do check each slave cylinder to make sure the piston is not locked up. Replace it if it is locked up.
- Don't worry about grooves in the brake shoes. Only turn the drums if they are out-of-round.
- Do change the fluid once a year.

Leo says, "Adjustment is the key! I don't have all the answers. I just try it!"

Brian Perry ran the La Carrera Panamericana again in his Speedster in October of last year. In April, he headed south to attend Tweek's First Annual Swap Meet in Long Beach then headed to Gary Emory's Parts Obsolete in Costa Mesa.

Fall 1990 Newsletter

The annual 356 Registry West Coast Holiday was held in Morro Bay in June. The event was organized by Don Marks of the Southern California Chapter of the Registry and Steve Douglas. Steve and Don planned three days of activities from Thursday to Saturday followed by a group drive on Sunday morning to Monterey for the Porsche Parade. Activities included two tech sessions, tour of Hearst Castle, winery tour, barbecue, swap meet of parts and memorabilia, showing of old race films, car show with concours, dinner, dance and awards party with music from the fifties and sixties.

Nancy Withers wrote an article about the Association of California Car Clubs. ACCC is a legislative watchdog organization whose mission is to originate, support or oppose legislation

relevant to the interests of collector car owners. Some of the legislation they have been involved with includes insurance, control of chlorofluocarbons, vehicle abandonment charges, and specialty license plates.

Winter 1990 Newsletter

Jim Hardie volunteered to be the club's next president, starting in 1991.

Assembly Bill 2912 took effect on November 1, 1990. It required that all motor vehicles have a current registration or an annual "Certificate of Non-Operation". If you have a car in storage, you must file a statement of non-operation and pay an annual fee of \$5.

Steve Douglas found some old magazines from the 1950's in his garage: *Sports Cars and Hot Rods*, *Auto Sport Review*, and *Sports Car Album*. They all had articles praising the new Porsche sports car: "The Porsche is certainly the most startling of the new postwar sports cars. It gives the first-time driver a sensation of complete novelty. The engine is noisy and sets up a healthy grinding in the cockpit; you never entirely get used to the fact that the noise comes from behind." Jon Geil said of the articles, "Back then, when I was still in high school, '46 and '47 Chevy coupes were popular with my friends. But a Porsche! I wish I had known!"

In the Advertisements section, Bob Cannon offered "Glove box restoration and reflocking, \$25 and up. Reconstruction available. Satisfaction guaranteed."

Author's Comments

Filing for Planned Non-Operation status is still required today. The annual fee is \$27. The filing must be renewed every year along with paying the fee. There are exceptions for certain vehicles qualifying as being of historic interest.

The Association of California Car Clubs continues to have a legislative advocate in Sacramento to monitor and review bills affecting the collector car hobby. It can then mobilize thousands of members through their member clubs to lobby for or oppose legislation. There are about 140 member clubs including some regions of PCA.

It has helped pass laws that:

- exempt passenger vehicles 1975 and older from emission inspections
- eliminate the requirement for exhaust retrofit devices on 1955-1965 vehicles
- exempt vehicles 25 years and older from the planned non-operation requirements and fees
- allow a car to have no front and rear bumpers if it was originally sold that way
- authorize use of license plates with the date corresponding to the model year of the vehicle (Year of Manufacture License Plate Program).

On A String And A Prayer....

By Rich Lynn

In April, my son Gregg and I were driving down the winding back roads of the Sierra Nevada in our beloved 1963 356 B Porsche. We were on the first day of the annual Snowball Rally—a tradition we cherished for its scenic routes, camaraderie, and of course, the chance to run the old car through some twisties.

The skies were cloudy but we were feeling good about how well the car was running after a complete engine rebuild.

Luck was not on our side! About thirty miles from our destination, as we cruised along Foothill Road in Nevada, the throttle started to go limp, then lost all response completely. The engine dropped to an idle, and we coasted to the shoulder. I popped the engine lid, and sure enough—the throttle linkage had disconnected. We were stranded! And it started to rain!

Our luck wasn't all bad, the chase car was not far behind us and stopped to see what was wrong. When the driver heard our story, he said, "I've seen guys run a string to the throttle and drive it in by hand."

It sounded crazy, especially on a rear engine car. But it just might work. I rummaged through our emergency kit and triumphantly held up a roll of twine. Gregg smiled and said "what've we got to lose?"

We got to work in the drizzle, tying the line to the throttle linkage and threading it down under the pre-heat rod at the bottom of the engine compartment. Then we ran it back up and out through the engine grille. We inserted the line into the left quarter window, and fed it up to the driver's seat. I got behind the wheel, gave the twine a firm tug, and the engine responded. It was sluggish and awkward but it worked!

Now, it wasn't elegant! With my left hand pulling the string to control acceleration and my right-hand shifting gears, I felt like the Wizard of Oz behind the curtain. After a little experimentation, we got up to 55+ MPH. With fingers crossed, we wound our way over the mountains in the rain and into South Lake Tahoe. The chase car stayed close behind.

Back at our motel, once we dried off and thawed out, we started trouble shooting to track down the problem. It took a while, but finally we located a disconnected ball joint in the throttle linkage under the driver's side floorboard. It turned out that there was a bent lever—likely twisted over time—that had put stress on the ball joint until it finally popped out of the mini-socket on the control rod running back through the tunnel.

With some patience and a few choice words, we got the linkage reconnected. Much to our relief, the Porsche fired up and the throttle responded normally. The next morning, we finished the rally through a light powdering of snow without any more problems.

Since then, I've installed a pedal stop under the throttle pedal, straightened out the bent lever and adjusted the throttle linkage. Now it idles down properly and opens up all the way when you put your foot in it.

But you can bet—there's still a roll of twine in the emergency kit. Just in case.



Oil Cooler Cleaning

By Steve Douglas

Recently there have been a few 356 owners complaining of their cars running hot, and it has been relatively cool, highs in the mid 80s. I tried checking for the usual things: feel for something lodged in the fan, slipping fan belt (loose or glazed), checked ignition dwell and timing, and all were good. On one car I helped pull the generator/fan unit out so we could look at the oil cooler. Sure enough it was mostly covered with crud: dirt and even leaves. We had the choice of pulling the engine and taking the sheet metal off to clean it or... try and clean the oil cooler thru the hole where the fan normally lives. First we used a shop vac to suck as much stuff out as possible. Then we took compressed air and blew thru the cooler; lots of dirt came out the bottom of the heater boxes. The cooler had some crud, so we sprayed Simple Green HD Cleaner, *the purple stuff*, with a squirt bottle set to strong stream. We let it sit and then used a garden hose with a nozzle to wash the cleaner away. Then we reassembled the generator/fan unit and added a new fan belt. The car ran much cooler, staying to the left of vertical on the gauge.

Another car had the engine out for new crank seals and good cleaning. The oil cooler was also clogged with crud, and this one being visible I took a couple of photos of before and after using only compressed air blown thru the passages. So, a periodic cleaning of the coolers might be part of regular maintenance.

"BEFORE"



AFTER CLEANING



In closing, new "cheap" aluminum coolers from China are now being sold on eBay, some VW resellers and on Amazon. They seem to be a great alternative to the old steel versions. Because they are 2/3 rds of the weight of the originals, they may help prevent cracked cases as well. They are the same as being sold by Dansk in Europe. Prices are \$50-130 (and up) delivered. I have used two, pressure tested them before use and they seem to be good. As with all of the aluminum coolers the sharp edges may cut the rubber seals, so care is needed.



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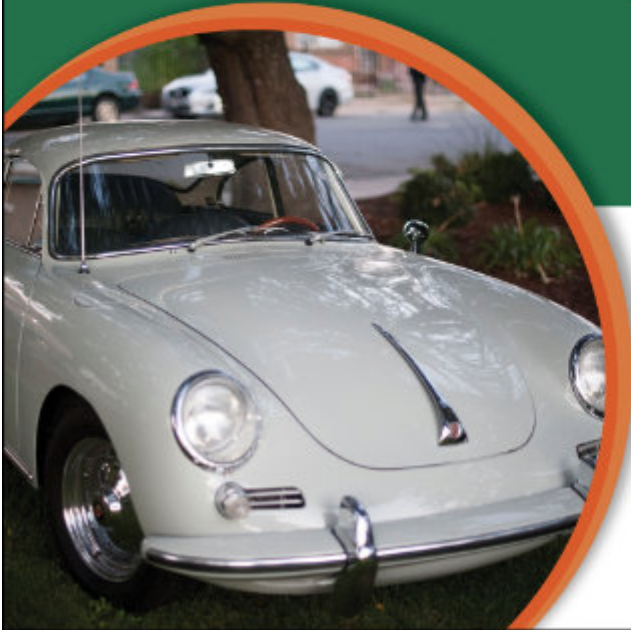
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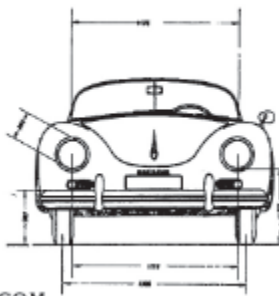
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356CAR Name Badges



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	
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
 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
 2931 Lacy Ln
 Sacramento, CA 95821

356CAR

California Alta Region

31 Coronado Court.
Novato, CA 94945

Be sure to check www.356CAR.org and our monthly email blasts for the latest event and meeting information.